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The Hongkong Telegraph

FOUNDED 1861
No. 21,859

六拜禮

號二十二月八英港香

SATURDAY, AUGUST 22, 1925. 日四初月七

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INTERVENTION URGED.

PROPOSED CABLE FROM HONGKONG TO PREMIER.

MUST OUST CANTON "REDS."

We have to-day received from
the Hon. Mr. P. H. Holyoak, the
draft of a telegram which it is
proposed should be dispatched to
the Prime Minister, Mr. Stanley
Baldwin, from the citizens of the
Colony.

This telegram will be submitted
for approval to the public meeting
which has been called for the
Theatre Royal on Tuesday evening
next. It states clearly the
precarious position of Hongkong
in view of the Bolshevik menace
centred at Canton and calls for
armed intervention to oust this
subversive element.

The draft telegram is as
follows:—
"This Colony is a vital
part of the British Empire,
having already vainly appealed
through a telegram unanimously
passed at a Great Mass Meeting
held on July 27th and passed on
by the Governor at its request, to
His Majesty's Government, now
appeals to His Majesty's Prime
Minister to take steps to have the
following provisions of the Treaties
of Nanking, 1842, and Tientsin,
1858, between Great Britain and
China carried out, namely:—

(1) Article II of the Treaty
of Nanking which provides that
British subjects, with their
families and establishments,
shall be allowed to reside for
the purpose of carrying on
their mercantile pursuits, with-
out molestation or restraint, at
Canton, Amoy, Foochow, Ningpo
and Shanghai.

(2) Article IV of the Treaty
of Nanking by which British
Merchants are permitted, at all
ports where they may reside "to
carry on their mercantile trans-
actions with whatever persons
they please."

(3) Article X of the Treaty
of Nanking authorising goods
belonging to British Merchants
to be conveyed by Chinese Mer-
chants to any province or City in
the interior of China.

(4) Article XI of the Treaty
of Tientsin which "also
opened, Swatow and other
Southern Ports for foreign
trade and stated that "it is
agreed that British subjects are
permitted to carry on trade with
whomsoever they please, and
to proceed to and fro at plea-
sure with their vessels and
merchandise."

The observance of these provi-
sions of the Treaties is impera-
tive for the "commercial pros-
perity of this Colony, seeing that
Canton is the principal gateway
for British trade into South
China.

The present Canton Authorities,
who are independent of the Cen-
tral Government at Peking, and
have been in office for less than
3 months are directly and solely
responsible for the cutting off of
all steamship communication be-
tween Canton and Hongkong,
both direct and via Macao, and
also for the boycott in Canton
and other ports in South China
of British subjects, ships and
goods.

They have also openly declared
their intention of destroying by
every means in their power,
Hongkong, its trade and pros-
perity.

In 1924 the total shipping
all classes (including Steam
Launches) entered and cleared
from Hongkong was 764,492 ves-
sels, totalling 57,000,000 tons.
Since 1st July this year following
the Strike the average daily num-
ber of vessels entering and clear-
ing Hongkong has been 34 vessels
totalling 55,819 tons. Since 1st
July the average daily number of
ships (including River steamers),
held up through the boycott has
been 73 of which 45 are British.
The recent proclamation by the
Canton Authorities with regard to

coastal navigation states that
vessels of any nationality, except
British and Japanese, may enter
and leave the Port of Canton
provided they omit Hongkong,
which still further destroys
British shipping interests. The
proclamation is an act of open
hostility to Great Britain and
flagrantly and deliberately vio-
lates her Treaties with China.

The effect of this action of the
Canton Authorities has been to
cause a complete stoppage of the
export of silk from the Canton
Delta through Hongkong and of
the import of British piecegoods
into Canton and the interior;
thereby causing disastrous losses
both to British and Chinese mer-
chants in this Colony and to the
export trade of Lancashire and
Yorkshire, which must result in
further very considerable and in-
creasing permanent unemploy-
ment in Great Britain and the
closing of many of their mills.

The Canton-Hongkong problem
is entirely separate and distinct
from that in any other part of China
owing to the fact that Canton does
not recognise and is in rebellion
against the Central Government at
Peking and that no Conference
held at Peking on tariff or extra-
territoriality or any other questions
can possibly assist this Colony in
the remotest degree, in its present
most serious and urgent need; and
any delay in dealing direct with
Canton on the South China situa-
tion can only result in daily losses
to this Colony, of increasing and
ruinous magnitude; moreover the
British Government, if it delays
decisive action now will most cer-
tainly have a far larger problem
to face at Canton in the future
than that confronting it at present.

By prompt action now, the Naval
and Military Forces, in this
Colony could easily place alterna-
tive and friendly Chinese Authori-
ties in power at Canton.

There is no question whatever
of making war on China but simply
of ousting the present, violently
anti-British Bolshevik faction
which has recently succeeded in
seizing the reins of power at
Canton.

It may be added that such in-
tervention will be hailed with the
greatest satisfaction by the
oppressed and terrorized people of
Canton.

Apart from the incontestable
right of British Subjects in
this Colony of every race to the
protection of the British
Flag in defence of the provisions
of the Treaties between Great
Britain and China, this Colony has
by its repeated considerable de-
fence contribution, for the past
25 years acquired a right to the
active support of the British Gov-
ernment. Such defence contribu-
tions amount altogether during
that period to the sum of 49 mil-
lion dollars, the 1924 contribution
being the record amount of 4,1/4
million dollars, and have naturally
been considered by this Colony as
an insurance fund for the protec-
tion of the rights secured to Brit-
ish subjects by Treaties with
China.

Accordingly the residents of
this Colony at a great mass indig-
nation meeting demand that the Brit-
ish Government take immediate
and decisive action to maintain
our Treaty rights and to install an
alternative and friendly Chinese
Government at Canton and that
communications and trade be-
tween Hongkong, Canton and the
interior of South China shall be
restored and British Treaty
Rights fully carried out by it and
that the present intolerable stran-
gulation and boycott of the busi-
ness of this Colony by Canton be
ended.

It is the unanimous opinion of
this Meeting that the above
course is the only effective method

THE LATE LIAO CHUNG-HOI.

DETAILS OF HIS ASSASSINATION.

Canton, August 21.
Liao Chung-hoi, who was Finan-
ce Commissar and Chairman of the
Labour section of the Kuomintang
at Canton, was shot while
alighting from a motorcar in front
of the Kuomintang headquarters.
He died en route to hospital. His
guards fired on the assassins, one
of whom was killed and two
wounded. The others escaped.
It is understood there had been
dissensions in Chinese Labour
circles, and the assassins were
probably labourers. Liao Chung-
hoi, whose life was unsuccessfully
attempted at a recent Labour
meeting, was the leader of the
workers and the real power behind
the present strike. He was twice
Governor of Kwangtung Province,
and was violently anti-foreign and
anti-Christian.—*Reuter.*

MOROCCAN WAR.

SPANISH COMMANDER WOUNDED.

Madrid, August 21.
The Acting President Directory
announces that Colonel Monasterio,
Commander at Alhucemas,
has been gravely wounded in a
Riffi attack on the island which
opened last night and was resumed
this morning. The Spaniards vig-
orously replied. It is noteworthy
that Alhucemas was reported as
the spot from which the coming
Spanish offensive in co-operation
with the French was being laun-
ched.—*Reuter.*

THE WEATHER.

TYPHOON SOUTH OF HONGKONG.

The latest report from the
Royal Observatory is as follows:—
"Pressure has decreased slightly
at Shanghai, and is stationary
over Central Luzon and has de-
creased slightly elsewhere. It is
highest over South Manchuria
and Central Japan. The depres-
sion in the China Sea is about
180 miles south of Hongkong, and
is moving slowly westwards.

The forecast for the twenty-
four hours ending at noon to-
morrow is: Hongkong to Gap
Rock, East wind, strong, moderat-
ing, fair generally.

CORRESPONDENCE.

Why a Public Meeting?

[To the Editor, Hongkong
Telegraph.]

Sir,—I hope you will allow me,
briefly to assure "Thinker" that
he is not alone in his view. Atten-
dant at two meetings this week
convince me that some unnecessary
"hot air" and possibly tactless
utterances—which I must admit
have been favourably received—
have been released, likely, I am
fully convinced, to do more harm
than good.

The need at the moment is not
merely to keep our powder dry, but
our temper under control.—Yours,
etc.,

IMPERIALIST.

Hongkong, August 21, 1925.
[We have received a letter on the
above subject from "Indignant,"
who disagrees with the view of
"Thinker" but as the letter is
couched in extravagant and some-
what abusive language we refrain
from publishing.—Ed. H.K.T.]

of restoring communications and
trade between Hongkong, Canton
and South China and of prevent-
ing the economic destruction of
Hongkong and of British interests
in the Treaty Ports of South
China.

"RED" CONVICTED.

NOMINAL FINE ON PASSPORT CHARGE.

TO BE EXPELLED.

Joseph L. Tiplitchi, a Ukrainian,
appeared on remand before Mr.
S. B. B. McElderry, at the Central
Magistracy this morning, on a
charge of not having a proper
passport. He was convicted on a
technical point, and was fined
\$1, or one day's imprisonment by
the Magistrate, who took into con-
sideration the fact that the de-
fendant had been already detain-
ed for three days.

At the previous hearing certain
statements were made by the Cap-
tain Superintendent of Police as
to the defendant's connection
with "Red" activities in Canton,
in consequence of which the de-
fendant was permitted to find and
bring into Court friends who
would be willing to speak as to
his good character. Defendant
produced a number of his Russian
friends, who are employed in the
Hongkong Hotel, in Court this
morning.

The Magistrate said, however,
that what he was called upon to
consider was the charge of not
having a passport and he found
that only a technical offence had
been committed. His Worship did
not feel inclined to take into con-
sideration all sorts of other things
which were mentioned by the pro-
secution but which had no con-
nection with the charge itself.

As the defendant had been in
custody for three days already, a
fine of \$1 only would be imposed,
and his Worship asked the Captain
Superintendent of Police how he
proposed to proceed further in the
matter.

Mr. Wodehouse, I understand he
has one or two Russian friends who
are prepared to say that he is what
is called a "White" Russian. I
don't want to be hard on the man.
Of course when it comes to a ques-
tion telling the colour of people's
hearts and not that of their skins
it makes it rather difficult. Per-
sonally I have just as much faith
in my side of the case as he has
in his, but in any case it is not
desirable that he be allowed to
remain in the Colony.

The question was raised as to
the form under which the order of
expulsion should take. The Magis-
trate asked the C.S.P. if it was
sought to deport the man under the
emergency powers delegated to the
police authorities or under the
powers which the Bench possessed
in dealing with an offence under
the passport regulations.

Mr. Wodehouse replied that
perhaps the simplest form would
be to make the order under the
Passport Law.

The Magistrate: If you are
satisfied that it is desirable that
he should not remain in the Co-
lony, I am prepared to make the
order.

The C. S. P.: Yes, I am sat-
isfied, your Worship.

His Worship made the order of
expulsion as applied for.

STINNES PAPER SOLD.

POLICY TO BE UNCHANGED.

Berlin, Aug. 21.
Well-informed circles state
that the Stinnes concern has sold
the Deutsche Allgemeine Zeitung
to a consortium headed by the
paper manufacturer Salinger and
the Berlin publisher Weber, for
three million marks, which has
been paid in cash. The policy of
the paper will not be changed.—*Reuter.*

DAVIS CUP.

AUSTRALIA BEATS JAPAN.

Brooklines, Aug. 21.
By winning the first three
matches, Australia has eliminated
Japan from the Davis Cup.
Patterson and Hawkes beat
Shimizu and Harada, 6-1, 6-2, 9-7.
—*Reuter's American Service.*

SHIPPING STRIKE THREAT.

STRONG ACTION IN AUSTRALIA.

Sydney, Aug. 21.
A mass meeting of 1,500 overseas
seamen have unanimously re-
solved that there be no resump-
tion of work until the acceptance
of the demand for the payment
of July rates of pay to all British
seamen in all waters; and repudia-
ting any agreement in Britain
by Mr. Havelock Wilson and the
British Union. The meeting was
adjourned until Monday, pending
the calling of seamen's meetings
in all the states. The strike
threat affects over 50 ships at
present in Australian waters and
many more en route to Australia.
—*Reuter.*

COTTON SPINNERS.

NO ORGANISED SHORT TIME.

London, Aug. 21.
A meeting of the Bolton Master
Cottonspinners held at Manchester
decided that there will be no
organised short time working in
the fine cottonspinning industry.
Though trade is not profitable
there are no big stocks on hand and
the industry is declared healthy.—*Reuter.*

ANOTHER HONOUR.

"LITTLE HSU" AT METZ.

Paris, Aug. 21.
A Metz message says the General
commanding at Metz has paraded
his troops in garrison before
General Hsu Chou-tcheng, to whom
he delivered the insignia of a
Grand Officer of the Legion
of Honour. He also conferred the
Cross of an Officer of the Legion
of Honour on Colonel Sung. After-
wards the troops filed off.—*Havas.*

HOME CRICKET.

MATCHES ABANDONED OWING TO RAIN.

London, August 21.
The match at Southampton be-
tween Hampshire and Yorkshire
was not concluded owing to ad-
verse weather conditions. The
scoring was as follows:—
Yorkshire, 264.
Hampshire, 114 for four
wickets.
In Yorkshire's innings, Holmes
compiled 159. Rain fell when
Hants went in, and the match had
to be abandoned.

Gloucester Beats Lancs.
At Manchester, Gloucester beat
Lancashire on the first innings of
a match which was spoiled by wet
weather. Scores:—
Gloucester, 456 and 53 for one
wicket down.
Lancashire, 323.

In Gloucester's first innings,
Hammond scored the magnificent
total of 250, and was undefeated
at the close. Dipper contributed
a fine 144. Macdonald captured
five wickets at a cost of 128 runs.
For Lancs, Watson knocked off
93 and Sharp 75, Parker taking five
wickets for 120 runs. Rain fell
in Gloucester's second innings, and
play had to be abandoned.

Somerset Start Well.
Rain also spoiled the match at
Taunton between Somerset and
Kent, stumps having to be drawn
soon after Kent had gone in to
bat. The scores were:—
Somerset, 349 for six wickets
(declared).
Kent, 6 runs for no wickets.

For Somerset, MacBryan hit up
92, Johnson 117, and Longrigg 66,
not out.—*Reuter.*

Bulls and Inners

From the Office Butts.

A book entitled "From Presi-
dent to Prison" is now on sale in
Hongkong. It might cause some-
body at Canton furiously to think.

The Rosta (Soviet) news agency
reports that several cargoes of
sunflower seeds have been shipped
from Russian ports. This should
keep the Chinese song-birds well
supplied.

It's an ill-wind, etc. One re-
sult of the local strike trouble has
been the death of the cross-word
craze.

It is perhaps merely a coinci-
dence that the shortage of live-
stock corresponds with an increase
in the local lost-dog advertise-
ments.

In spite of all the police raids
while looting is light work, it
is still at large.

MacWhirter says that these
border affairs somehow remind
him of the history of the
Lowlands.

It is rumoured that a sudden
exodus from one of the ferry
smoke-rooms was caused this
week when a man set a light to
something he had stuck in his
mouth.

The Soviet has received a letter
from a foreign Labour delegation
in admiration of "the careful and
loving manner in which the
Russian workers managed to
save objects of art and those
valuable historically and preserve
them for the working class."
Which is a very artistic way of
describing it.

The only difference between a
bat and a creation is the price.

This week's recipe: Souffle de
la Chinoise: A pound of rumour,
four ounces of hearsay evidence,
an ounce of gossip. To be
well mixed in about half a
pint of cocktail judgment. Keep
simmering overnight, and serve
hot the next day, with seasoning
to taste.

The Soviet reports that it has
formed an Association for the Ex-
change of Cultural Ties with
other countries. This at last ex-
plains some of the neckwear
atrocities.

The real difficulty about these
inter Allied debts seems to be
the question of payment.

A Briton who week-ended at
Repulse Bay left a box of matches
and a newspaper on one of the
rock ledges. The evidence seems
to point to his being an English-
man.

It is not true that on account
of the popularity of paper ser-
vices, a local hotel intends in-
troducing paper bed linen.

The Daily Press believes that
this week was the first time that
three three-funnelled ships were
seen in Hongkong at the same
time. The occasion on which
three Empress boats were here
must have been merely a funnel
little coincidence.

Some of these new hotel boys
are so honest, they won't touch a
pair of shoes—not even if they are
left outside the bedroom door!

Maybe Sir Edward Stubbs has
been appointed Governor of Ja-
maloa in recognition of the tri-
bute which he paid to the banana
industry of that Colony on the
occasion of a Burns' dinner.

What about giving our intimi-
dators "three of bamboos"—well
laid on?

Nobody seems to love Germany.
An American concern now threat-
ens to go there and start the
mass production of cheap motor-
cars.

It would be easy to stop smok-
ing if the men who don't indulge
in the habit looked more com-
fortable.

We'd sooner work than be a
Hongkong taipan just now.

The Criminal Sessions remind
us that our Judges give quite a
lot of time to prisoners.

MacWhirter, he says, the most
troublesome pet in our house just
now is the alarm clock.

It is dangerous for a chicken to
cross the road but not nearly so
much as some of these ditchers
near Laichikok.

You bet some of those people
at present on holiday will be mad
when they get back and see what
a mess of things we've made.

We are forcibly reminded that
while looting is light work, it
is still at large.

Half of Hongkong folk spend
time talking to people about other
people.

Looks as if Waichow is in for
another bad time. Someone should
wire Bertrand Russell about it.

From the look of Ice House
Street these days the supply is
about as short as some of the
speculators.

China's chief export is stainless
steel.

Cabbage may be good for one
but one all the same we're glad
these Chinese cigars are off the
market.

Maybe one of the reasons why
they ignore Canton is because it is
so far away.

One reason why a girl doesn't
accept a fellow the first time he
proposes, is because she isn't
there.

One good thing about these
bowls matches is that a Scottish
team is bound to win.

The world, they say, was made
in seven days. But then it wasn't
necessary to consult the Foreign
Office.

They aren't quite Red in Can-
ton. The mixture is now a kind
of burnt orange.

The only aeroplanes we fuss
over are those on their way
round the world.

Hongkong is only interested in
early settlers these days.

A Kowloon man the other night
was "vehemently" suspected of
being drunk.

It's now no longer a case of
being disappointed but plain
desperate.

Time was when a run down
man took a tonic. Now an am-
bulance takes him.

Looks as if these ruffian Riffs
will soon be refugees.

Of all weeds, the blooming idiot
is the hardest to eradicate.

The other term for C.I.D. now,
should be "Catching Idiots
Department."

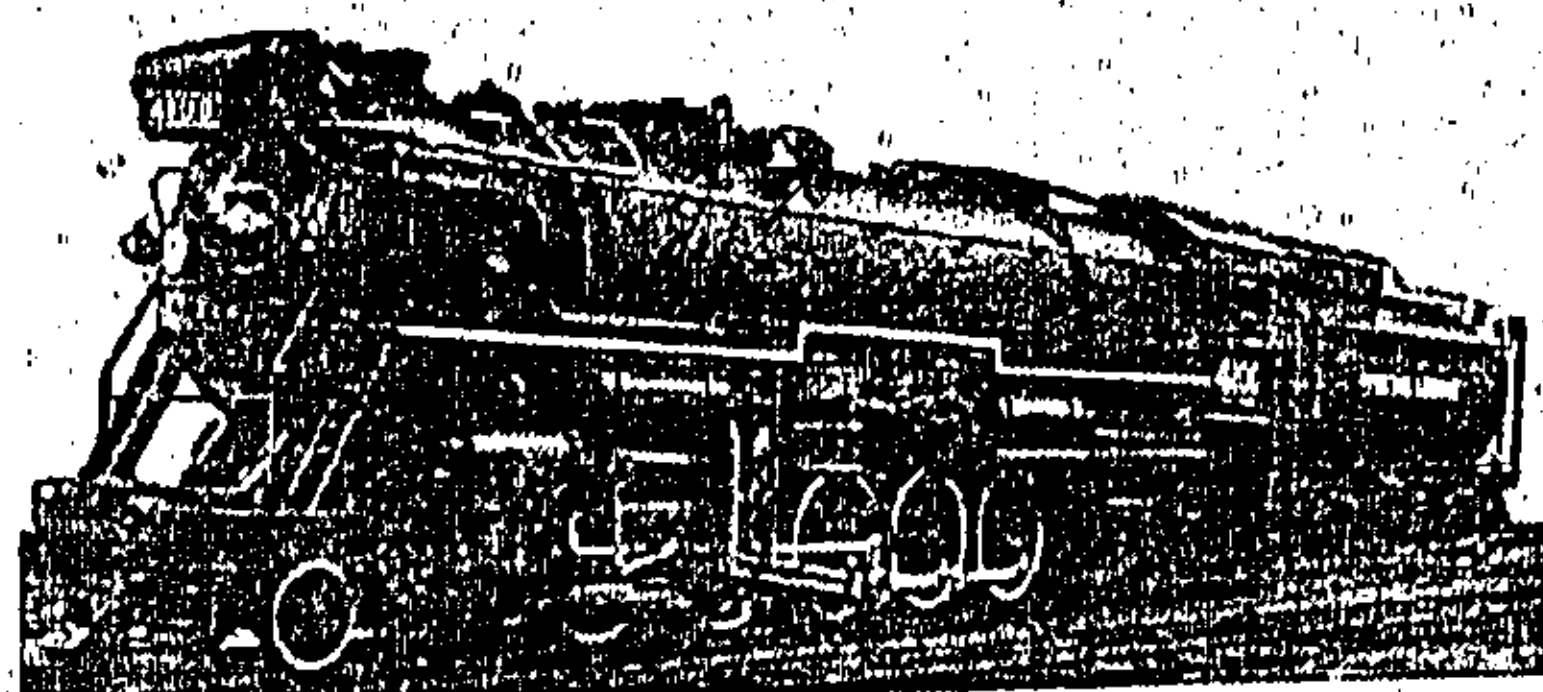
We recommend that the Rooke-
feller Foundation grant five lakhs
of dollars for the building of a
mental laboratory in Canton.

Seems to us that the difference
between a Commissioner and a pirate
is hardly worth bothering about.

The Canton Bolsheviks not
only believe in giving them lib-
erty or giving them death but
giving them both.

Chan King-ming apparently
never heard of Sheridan's defini-
tion of war.

Although tragic endings seem to
predominate in recent novels they
don't finish as unappily as some
local cheque-books.



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NEW KOWLOON HOSPITAL.

GOVERNMENT'S DISAPPOINTING ATTITUDE.

An Unfulfilled Promise.

Keen disappointment will be felt by Kowloon residents at the Government's decision not to allow general practitioners to attend their patients in the new Kowloon Hospital and the postponement of the consideration of the erection of a separate maternity hospital in Kowloon.

Correspondence which has taken place between Mr. D. A. Goodwin, the Hon. Secretary of the Kowloon Residents' Association, and the Hongkong Government on the subject, has been forwarded to us for publication. On February 28th, Mr. Goodwin conveyed to the Colonial Secretary a resolution recording Kowloon residents' (assembled in annual meetings) keen disappointment at the Government's proposals regarding the regulations to govern the operation of the new Kowloon Hospital and their desire to press for the following conditions:

1. That general medical practitioners be allowed to attend patients at the hospital in accordance with the Government's earlier promise.
2. That more accommodation be provided for first and second class patients.
3. That the provision of accommodation and staff for the admission of maternity cases is considered imperative, and that steps be taken to provide for the admission of such cases immediately upon the opening of the institution.

Management and Discipline.

The Colonial Secretary in his reply, dated March 11th, stated:

(1) It was originally thought that it would be possible to set apart a portion of the Kowloon Hospital as a Nursing Home, to be run on the lines of the Peak Hospital. On further investigation, however, it has proved that difficulties of management and discipline which such an arrangement would involve are such as to render its adoption impracticable. It is anticipated that the New Nursing Home in Hongkong will provide ample accommodation for all who wish to be attended by their own practitioners.
(2) It has been found possible by making certain rearrangements of the available space to provide more accommodation than was mentioned in my letter of 15th January. There will now be four first class single bedded wards for Europeans containing four beds. It will always be possible, if necessary, to put two beds in each first class ward.
(3) In circumstances of urgent necessity it will be possible to admit maternity cases as all the nursing sisters hold Midwifery Certificates, but it is only in exceptional cases that this can be done.

An Anomalous Position.

The Secretary of the K. R. A. again wrote on May 16—

1. Government having promised to allow general practitioners to attend their patients at this Hospital, my Committee respectfully request fulfillment of this assurance. We are informed that such attendance at the Peak and French Hospitals has proved quite successful. Kowloon residents have now, as always, their own doctors attending them at either the Peak or French Hospitals, and any new Nursing Home in Hongkong cannot, therefore, improve the position of Kowloon residents in this respect.

2. The increased accommodation (of four first class single bedded wards; four second class double bedded wards and one third class ward for Europeans containing four beds) is noted with satisfaction, but is considered inadequate for the population of Kowloon.

3. The suggestion to place, if necessary, two beds in each first class ward is not considered practicable, as each first class patient would expect a separate ward.

4. It is noted that, although all the nursing sisters will hold midwifery certificates, no maternity cases will be admitted to this Hospital except in exceptional cases and circumstances of urgent necessity. This appears anomalous, and there is no guarantee that a maternity case, however urgent, will not be refused by the Hospital. As maternity cases demand study and observation of patients for some time before confinements, such patients should obviously be attended in Hospital by their own doctors.

As matters now stand, no maternity case can be sure of admittance to the hospital, even if prevented by typhoon or other circumstances from reaching Hongkong. And if admitted to the Kowloon Hospital, the patient, it would appear, must be attended by a doctor or nurse

MOROCCO VICTORY.

PEACE OFFER WITHDRAWN.

Aeroplanes Active.

Paris, August 21.—Unofficial accounts from Fez dwell on the importance of the encirclement of Toul and Massif and the great part played by aeroplanes in the operations, they carrying out over forty bombardments and contributing more than anything to the submission of the Toul tribesmen. The belief now is general that the French troops who are steadily advancing into the western area will be victorious whenever they attack because they are now accustomed to the country and the peculiar warfare, though the heat is suffocating and the terrain very difficult consisting of giddy heights, inaccessible even to mules.

The *Echo de Paris* declares that the communist delegation will not be allowed to land in Morocco.—*Reuter*.

The News Confirmed.

Fez, August 21.—The French victory in the region of Toul is confirmed. The French columns surrounded the whole region and captured all the tribes of Toul, who surrendered. Carrying on, they rapidly reached the valley of the upper Lebou line of outposts established by the Rifians. Aeroplanes effected more than forty bombardments, terrifying the enemy.—*Havas*.

having no previous knowledge of the case. My Committee instruct me to respectfully convey to you, Sir, (vide 3 of my letter of 25th February) their very strong and decided feeling on the imperative necessity of maternity wards in the new hospital, which should also be ample and efficient in every respect for the needs of the Peninsula.

Hospitals as Nursing Homes.

The Colonial Secretary replied on June 8th—

With reference to your letter of the 16th May, I am directed to inform you that the Government does not see its way to change, as regards the Kowloon Hospital, the system of management which has prevailed for many years in all Government Hospitals; and has ensured their smooth and efficient working. The Government is fully aware that the system of private practitioners attending their patients in the Peak and French Hospitals is quite successful, but I would point out that these institutions are in the nature of nursing homes rather than hospitals.

2. The layout of the Kowloon hospital has been made in such a manner as to allow for future expansion, and if it is found after experience that the accommodation provided is insufficient for the needs of the population of Kowloon, the question of enlarging the hospital can be considered.

3. It is recognised that in general each first class patient would expect, and should have, a separate ward and every endeavour will be made to ensure this, but it is considered that no great hardship would be incurred if, owing to temporary pressure of cases, it was found necessary to put two first class patients in one ward. This has been frequently done in the Government Civil Hospital without causing complaints.

4. As stated in my letter of the 11th March, 1925, in exceptional cases and in circumstances of urgent necessity maternity cases will be admitted to the Kowloon Hospital and the presence of a typhoon would be considered an exceptional case.

I would suggest also that if a private practitioner was aware of some circumstances in connection with his patient of which, in his opinion, it was of importance that the medical officer attending the patient should be cognisant, he would surely advise the Medical Officer, or if this did not seem sufficient would advise his patient to ask that he should be called in for a consultation.

The Government is not prepared at present to erect a separate Maternity Hospital in Kowloon.

Keenly Disappointed.

On July 10, the K. R. A. further wrote—

My Committee instruct me to express to you, in reply to your letter of 8th June, their extreme disappointment and regret that general practitioners will not be allowed attendance upon their patients in this Hospital and that Government has deferred for the present, the erection of a separate Maternity Hospital in Kowloon.

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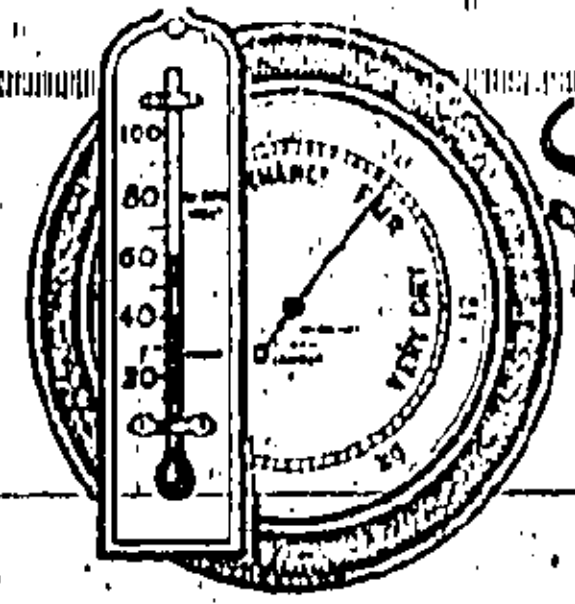
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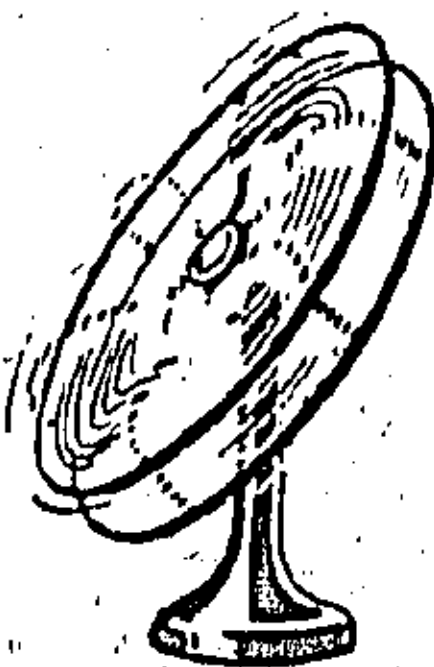
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PRISONER'S DEATH.

INSANITARY CONDITIONS AT LAICHIKOK PRISON.

Improvements Suspended by Strike.

The adjourned enquiry into the death of a prisoner in Victoria Gaol Hospital on August 13, was resumed at the Central Magistracy yesterday afternoon, with Mr. S. B. B. McElderry presiding and a jury of three, consisting Messrs. of J. R. F. Corbey, (foreman) C. H. Colton, and J. Ferris.

The evidence of Chief Warder West was to the effect that the deceased, Yung Shing, was undergoing imprisonment of four months for a breach of the Opium Ordinance and was received at Laichikok Prison on June 27 and was removed to hospital suffering from beri-beri on July 16.

Dr. G. W. Pope, medical officer of Victoria Gaol Hospital stated that he saw deceased on June 23, when he was fit for imprisonment, although of poor physique with signs of having suffered from chronic bronchitis. He was later given half labour and was subsequently returned to duty as fit. He again fell sick with signs of beri-beri and dysentery. The dysentery symptoms improved, while those of beri-beri did not, and the prisoner died on August 13. A post mortem examination conducted by witness showed that that death was due to beri-beri, complicated by pulmonary tuberculosis and dysentery.

Dysentery Epidemic.

The medical officer of Laichikok Prison gave details of the dysentery epidemic which raged in the gaol during May of this year and stated that during the month there were eight cases among the prisoners, none of which was very serious. In June there were 39 cases, and in July the number fell to eight. For August, up to date, there had been only five cases, and he considered that the epidemic was at an end.

There had been two cases among the Indian warders, and one European, in Laichikok, while another European had developed the complaint in the Government Civil Hospital after an operation, and it was quite possible that contact had been made in Laichikok before his removal.

Witness considered that the spread of the disease was due to flies. The gaol was badly constructed from a sanitary point of view, as in the main building, only ten yards separated the latrines and cookhouse. Buckets were used as containers in the former and it was almost impossible to keep flies from these and from subsequently contaminating the food. The flies probably had their breeding place in the village below the prison.

Medical Recommendations.

Captain H. F. Bloxham, Assistant Superintendent of Prisons, gave evidence, which related to the steps that had been taken by the authorities to cope with the epidemic. Witness said he first knew of the outbreak in June and communicated with the P. C. M. O. on June 29. With this official and Dr. Koch, he visited Laichikok Prison and went over the establishment. He received a minute from the P. C. M. O. on July 1, making certain recommendations to deal with the outbreak.

The P. C. M. O. found that the outbreak was due to the infection of food by flies, direct from the latrines, and that the origin of the flies was undoubtedly the Chinese village at the foot of the hill on the eastern side of the prison. He also said that the cookhouse and latrines were in too close proximity.

His recommendations were: (1) The abolition of the village. In connection with this, witness said that the resumption of the village would take place on September 21 next and the swamp surrounding it would be filled in by next year, such reclamation being already approved in the current estimates at a cost of \$15,000.

(2) The removal of the latrines or the provision of adequate fly-proofing. Witness stated that the latter suggestion was being proceeded with, as the removal would be very costly and take a considerable time to effect.

(3) That receptacles for excreta, of a new type with tight fitting covers, should be provided. Captain Bloxham said these were being made in the gaol as fast as material could be obtained. An order placed locally for their manufacture could not be filled, owing to the strike, but it was expected that complete equipment would be ready in about 10 days time.

MISSIONARIES CAPTURED.

EIGHT BRITISHERS SEIZED.

(Our Own Correspondent.)

According to a message from the headquarters of the Church Missionary Society those kidnapped are Bishop H. W. K. Mowll and his wife; the Reverend Mrs. V. H. Donnithorne; Major F. W. Iles; Miss A. Settle; Miss M. Armfield and Miss C. Carleton.

JEWELLERS' QUARREL.

MANAGER AND EMPLOYEE CROSS SUMMONED.

A dispute concerning the Manager of Messrs. Windsor Brothers, Jewellers, of Nathan Road, Kowloon, and a former employee, was heard before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, when G. A. Charles, a Ceylonese, summoned F. D. Windsor, manager, for dismissing him without notice and for assault. There was a cross summons against Charles for the theft of two gold \$5 coins of American currency.

Mr. Leo d'Almada appeared for Charles and Windsor was represented by Mr. H. J. Armstrong.

The first summons against Windsor was withdrawn as the matter was stated to have been settled, and Mr. Armstrong produced a certificate which was to the effect that his client was unable to appear owing to illness.

In evidence Charles said that he was engaged in Ceylon by J. A. Windsor to work for Windsor Bros. He had previously been engaged by the shop for three years and had returned to Ceylon in January, 1924. On July 31, he applied for his month's wages, having joined at the beginning of the month, but was refused by the defendant, who, instead, assaulted him with a slipper and turned him out of the shop.

Witness denied the theft of the two gold coins.

His Worship said that the case was a very "fishy" one. The question of the wages had been settled and then no report of the loss of the coins had been made till Charles had taken out a summons.

Mr. Armstrong replied that the loss was reported to the police in the afternoon of the same day as the alleged assault. Mr. Armstrong agreed to have both parties bound over, but his Worship replied that he would make an example of the person against whom he should find. The matter should be settled out of Court and he hoped that that would be done before the next hearing.

The case was adjourned for one week.

(4) As an immediate measure, strong disinfectant to be placed in each of the latrine receptacles. This was being done, added witness.

Improvements Delayed.

Captain Bloxham stated further that the P. C. M. O.'s minute had been received by him on July 1 and, with witness's proposals re fly-proofing, was forwarded to the Governor immediately. The approval for the work to be carried out was received on July 3 and the entire correspondence passed on to the D. E. W. on the same day, with a request that the work should be undertaken as soon as possible. A reply was received stating that it would be commenced immediately labour was available.

Mr. S. Hamer, Senior Inspector of Works, giving evidence said that the order for commencing the fly-proofing was received on July 3 and an order given to the maintenance contractor for work to be commenced on July 6. The contractor was unable to carry out the improvements as he had no men available. In normal times, witness said, the work would have been completed within three weeks and he continued to press the urgency of the matter upon the contractor, but it was not until Wednesday last that any work was done on the site. There were now three men working and the job could not be finished in less than a month unless more men were found. It was impossible to push the matter more rapidly. He produced plans which were examined by the jurors.

Without retiring to consider their verdict, the jury found that the prisoner Yung Shing had died as a result of beri-beri aggravated by tuberculosis and incipient dysentery. There was no rider added.

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ACT

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HOW'D
YOU GET THEM?

THASS FINE—
WE'LL BE
THERE, SAM
YES— WE'LL BE
LOOKING FOR YOU,
SAM

THERE'S A PRETTY
GOOD SHOW ON TOO-
OH- I CANT WAIT TO
APPLAUD SAM

ALLRIGHT—
SHE'S YOURS—
NOW GO AHEAD
WITH TH' PLAY.

5FUNNY- THIS IS TH
LAST ACT- I CANT SEE
WHERE HE'S GOING TO
FIT IN NOW

COME- FLEE WITH ME- YOU'RE FAR TOO GOOD AND
BEAUTIFUL FOR YOUR HUSBAND- MAKE HASTE-
I HEAR HIS FOOT- STEPS APPROACHING ON
HORSE-BACK

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NOW - OH- WHAT IS THERE
LEFT? - - -

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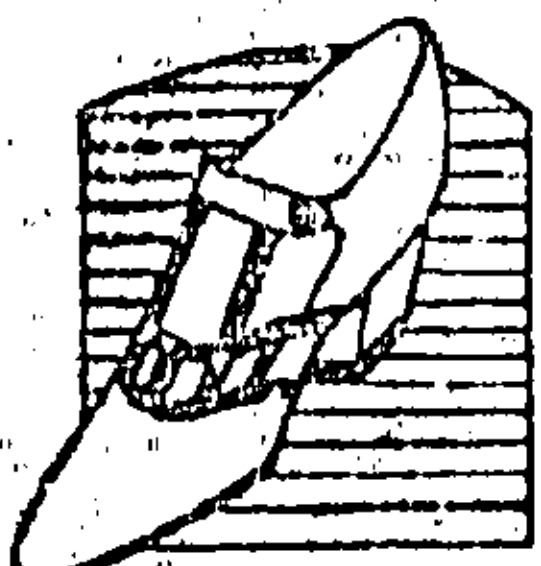
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Reserves - - - Frs. 59,567,235.64

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BIRTH.

Parren.—On the 22nd, August,
at the Peak Hospital, to Mrs. J.
L. Parren.—a son.

The Telegraph.

SATURDAY, AUGUST 22, 1925.

THE CANTON WEATHER VANE.

While one can sympathise with the late Mr. Liao Chung-hoi's relatives in their bereavement brought about by his assassination, one cannot refrain from pointing the moral of this event, which has come at a time of grave portent for the province of Kwangtung. Political murders are a common enough phase of crime in China, and the continuous plotting and counter-scheming in the South has led in the past to a great deal of this practice of doing away with men who are hated or feared. We have had reason to protest in these columns, on several occasions during the past two years, against the extension of political assassination to the British territory of Hongkong. But we read in the report of this latest crime a deeper significance than ever attached to mere civil war in the South. It is one of the concrete proofs that there is considerable unrest in Canton and opposition to the faction now holding the reins of office, and a sign of the bitter feeling against the "Reds" of the city, whether Russian or Chinese. The weather vane is pointing to a gathering storm, and the first gusts are already being registered.

In considering the anti-Communist element in Kwangtung, however, we must not forget that they are at the moment practically impotent against the men who hold the power of life or death in the province, and have all the fighting forces and revenue-collecting services under their command. Yet we can be permitted to wonder whether the general public feeling, fanned to a mild flame and fed at first on false promises and specious tales of foreign "aggression," has not at length taken a definite set against the coterie at the head of affairs. From conversations we have had with men in close touch with Chinese sentiment, it appears that the hollowness of the Soviet plan and the male fides of the

self-styled "saviours" of the country, are now realised by the masses, and the Kuomintang is greatly exercised over their growing hostility. At the same time it is idle to expect a spontaneous popular revolution to triumph; certainly not without very lengthy preparation. For an early termination of the evil influence that is ruling the district; for a curative operation by which the cancer of Bolshevism and its anti-British outcrop can be cut away, roots and all; outside intervention is absolutely necessary. And we now have definite knowledge that the forces of intervention will not only have little opposition, but will actually be welcomed by a large section of the Chinese people themselves.

Border Incidents.

These recurring border episodes show one of two things; either that it is the official policy of the Chinese military authorities (acting under suggestions from Canton) to harass and annoy the British police force on the border, or that those military authorities are unable to keep control over their own men. When the first border episodes took place a little while back it was simply a matter of Labour pickets being over zealous in their self-allotted task of keeping would-be workers from returning to Hongkong. They interfered with people and, in some cases, proved to be armed. But the latest outrages have been committed by Chinese soldiers and have consisted of the deliberate firing in daylight upon British police—a vastly different matter to what happened a few weeks ago. In the latest case to be reported there was a very cowardly exhibition on the part of the two Chinese soldiers concerned, for they mixed with a number of women coolies nearby and thus prevented the police on the British side of the river from firing back. These two men traded upon the discipline and respect of the men upon whom they had fired; and slunk back into Chinese territory. There is only one way of stopping this kind of conduct and that is for the border police to be given permission to cross the river when any further such incidents occur and administer a necessary lesson on these law breakers of the other side. One realises the difficulty of such a situation and how a small matter might, by indiscretion, be converted into a very serious affair; but our Police Sergeants are trustworthy men and could be relied upon to keep their balance and sense of proportion. We do feel, and there are many with us, that some stern lesson is due these warriors on the border who interfere with civilians, who fire upon British police and then shelter behind defenceless women.

War Debts Problem.

The question of war debts has again been brought into the forefront of current international politics by the publication of the terms upon which the United States of America is prepared to agree to a funding arrangement with Belgium. It would appear that America has been extremely lenient with Belgium, that Italy is now drawing comparisons for her own benefit that France is very anxious that the U. S. should also give her preferential treatment as compared with the arrangement entered into a long time ago between America and Britain, and that Belgium is not so very elated after all, as the payment of the sums suggested might "upset the country's financial equilibrium." Now America comes along and explains that she has given preferential treatment to Belgium be-

DAY BY DAY.

I WOULD HAVE EVERY MAN OF CLOSE OCCUPATION MAKE IT A SACRED DUTY TO KEEP UP A LIVING KNOWLEDGE OF, AND INTEREST IN, SOME PURSUIT, SCIENCE, ART, OR CRAFT, OUTSIDE THE CIRCLE OF HIS DAILY TASK.
—J. Baldwin Brown.

The rate of the dollar on demand to-day is 2s. 4.5/16d.

The P. & O. s.s. Mantua from Hongkong arrived at Marseilles on the 21st, August.

H.E. the General Officer Commanding has consented to present the cup and medals to the winning team at the conclusion of the final Garrison Cricket League match.

The usual weekly Whist Drives, held in the Sergeants Mess, Murray Barracks, will re-commence on Tuesday next and will be run on every subsequent Tuesday, commencing at 8.45 p.m.

The King's Exequatur empowering Dr. Wilhelm Crull to act as German Consul at Hongkong has received His Majesty's signature, as has also the King's Exequatur empowering Mr. Franz Winkler (Shanghai) to act as Austrian Consul for Hongkong.

The following addition to the Register of Medical Practitioners entitled to practise Medicine in this Colony, is published in the Gazette:—Mr. Cheah Toon Lok, of Ugard Hall, Hongkong, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Something new in strike propaganda has appeared on the Shanghai streets, Chinese fans bearing this inscription: "The Ninth of May and the Thirtieth of May. Oh you people! What are you doing to remove the disgrace?" The fans are being sold by hawkers at ten coppers each but it is not stated whether the proceeds go to the strike treasury.

Zinovii Dosser, the suspected Soviet agent who was detained at Hongkong and sent to Shanghai, and was taken into custody by the Chinese authorities after he was expelled from the Settlement by the Mixed Court, is to be released on instructions from the Waichiaopu, according to reports in the Chinese newspapers. These instructions have followed representations made by the Soviet authorities to the Chinese authorities. The Soviet Consul-General wrote to the Commissioner of Foreign Affairs protesting against Dosser's incarceration and the result is that the City Court of Exorcution will release him on bail of \$1,000.

cause of an arrangement (temporarily forgotten) made by the late President Wilson during the course of the Peace Treaty negotiations. Incidentally, none of the Allies are as yet paying Britain anything although Britain's huge debt to America, upon which interest and amortisation charges are being paid, was incurred almost solely on behalf of the Allies. Britain has suggested a wiping out of all debts although she would be a loser thereby. It has to be fairly recognised that it is a big thing to expect the United States to make a present to Europe of all the millions of dollars involved, and that there has been a lot of generosity in America's funding agreements. The most regrettable thing of all, to our mind, is the way certain of the late Allies are failing to face their financial obligations. Not one of these countries is so heavily taxed as is Britain, and there is not a country who has so purposely kept its currency near parity value even though to do so means handicapping exporters who are competing in the great outside markets of the world. This question of war debts and the allied question of balancing budgets will never be solved until the people of all debtor countries realise that there is no easy road to solvency, but only the one thorny road of adequate taxation.

MIXED

—ASHLEY STERNE—

GRILL

—TWISTED TALKS—

Having heard nothing recently from my esteemed friend, Prof. Barmion Crampett, F.Z.S., I called upon him the other day, and learned that he had been very busy inventing a new kind of bee. The Professor's bee has no sting; but against this advantage must be set the disadvantage that the insect won't gather honey, only sawdust. Nor will it live in a hive, but makes a nest for itself in the permanent turn-ups of the Professor's trousers. My learned friend, however, is not discouraged, and is hopeful of eventually perfecting his bee along the lines at which he has been aiming—to produce a stingless insect which shall make honey already put up in jars ready for the market.



He also showed me some designs of a shell-less oyster he hopes shortly to invent, which will exist in its natural state already red-peppered and lemon-juiced—a great saving of labour. He has promised me a dozen for 1st September.

An American professor of psychology has just delivered a lecture wherein he proved scientifically that women are impervious to argument. There is, however, no foundation for the report that the meeting was broken up by a squad of undergraduates loudly maintaining that they were nothing of the sort.

RYMES WITHOUT REASON XXIX.

A poor unemployed d'un of
Norwich
Went out for some dinner to
forwich—
But in order to rhyme
With this poem sublime
Folks gave the man nothing
but porwich.

A radish weighing over a pound has been grown by a Lincolnshire market gardener. I can only hope he injected cocaine before he pulled it.

I see that a Hungarian gentleman has started a seventy days' fast, during which nothing is to pass his lips except water—and (I imagine) an occasional regretful sigh when he sniffs the aroma of the Irish stew designed for the nourishment of the rest of his family.

Fasting must surely be one of the dullest forms of amusement known. One doesn't even have the prospect of a good blow-out at the end of it to look forward to since the faster is usually so weak after his long abstinence that he has to have his jaw opened with glove-stretchers and submit to artificial mastication. At the same time I am firmly of the opinion that an occasional short fast does us all good, and for years past I have made it a habit to eat practically nothing after meals, and nothing whatever when I am asleep. Thus, I may add, is the secret of my "school-girl complexion."

"Londeners make capital farm-workers," says a Canadian agricultural paper, "but they take a long time to settle down." On the other hand, London tailors are unanimously of the opinion that they take a long time to settle up.

After a somewhat lengthy correspondence on what should today constitute the Seven Wonders of the World, a prominent daily is now discussing what constitute the Seven Eyesores of the World. It is some years now since I got a fortnight off from the office and did the world thoroughly, but I nevertheless fancy that the

Latest Command Orders state that Lieut. D. J. All rec, East Surrey Regiment, has been promoted Captain, dated June, 10th.

The silk which left here by the P. & O. s.s. Mantua on the 25th July, was delivered in Marseilles on the 21st, August, a transit of 27 days.

following Seven Eyesores will take a lot of beating:—



A flapper with a monocle
Six pairs of Oxford trousers.

THE LAST STRAW.

(Hatters say that the present summer will see the final passing "of the straw boater.")

Farewell, old title of best hand-plaited straw!
I part from you with tears of bitter anguish;
You, too, must pass down Fashion's gaping maw,
And in unmerited oblivion languish.

You in your prime were such a splendid sight!
My favourite summer hat among all others!

How proud I was of you, so clean and white,
That day I bought you at—I think—Hope Brothers!

Now, dear old boater, we must say good-bye
For ever; anyway, so say the hatters.

Yet shall I ne'er forget how you and I
Once featured at the principal regattas.

Adieu then, friend of many a summer day!
No more shall I the old Club colours hem o'

Your time-worn crown, nor seek to clean away
Your cumulated dust with salts of lemon.

Yet it may be that once more you and I
Shall meet ere memories grow cold and barren;

I somehow feel that Fashion won't apply
To scarerows in my little kitch'n garden!

I was reading the other day about a man in a Vienna mental asylum who talks backwards, and this caused me to jot down one or two other cases of extraordinary mental lesion I have heard about. In a certain home there is a patient who spends all his time sitting in a rice pudding; he thinks he's a stewed prune. In another there is a man who walks about with an orange on his head under the delusion that he is a recurring decimal, while a third occupies himself with cutting the hyphens out of the newspapers with the intention of using them as porches for parrots. Sad? Indeed, yes; almost as sad as the case of a young fellow I know, at present outside an asylum, who is doing his best to disfigure his face by growing a set of torador's whiskers. By comparison, the man with the orange on his head seems almost distressingly sane.

NOTABLE SAYINGS OF THE WEEK

"After all, silk is only skin-deep."
—Mr. Windmill Churston.

"We live in a different generation from Queen Ann."—The Bishop of Milk and Soder.

"If you ask me what constitutes the electron, I can unhesitatingly answer. 'Yes'."—Sir Gulliver Stodge.

"The crisis is getting critical."
—President Tooleage.

"Patients are a virtue."
—Dr. Codley Veroyale.

"Heterococism is but a hyperbolic endelxits of isogenous pantatrophly."—The Vice-Chancellor of Borstal.

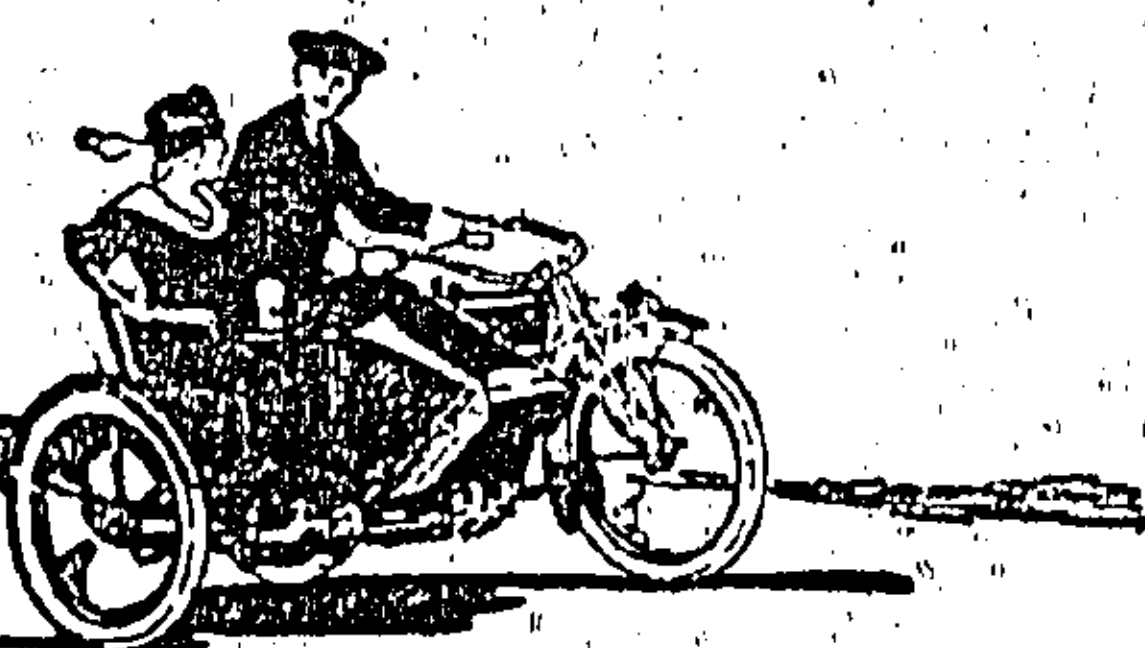
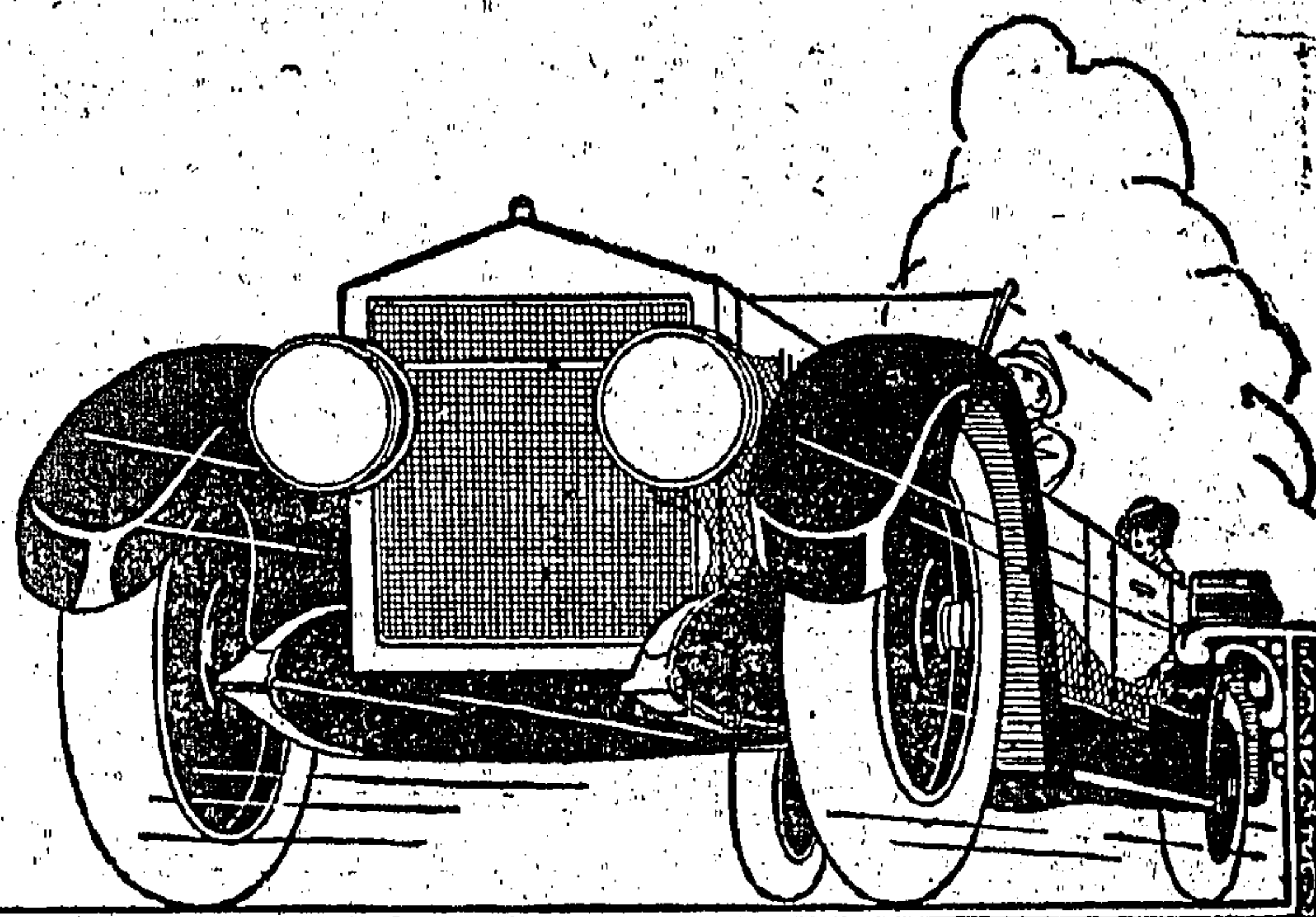
Wider and loftier railway Pullman coaches of an entirely new type that will not tele-cope in a collision are now running from King's Cross to Edinburgh. The coaches reach the maximum possible for British railroads; just permitting a very small margin when passing through some tunnels.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 22nd. August, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Traffic Control.

At certain points in the city, two traffic constables are usually on duty, two instances being Des Voeux Road at Pedder Street, and by the statue at the Praya end of Pedder Street. The object is of course quite clear, being to afford better traffic-direction by means of co-operation between the two officers. Perhaps it is not always easy to find two great traffic control minds which think alike, but it is a bit confusing for a driver when those two minds have but a single different thought.

Roadside Parking.

It is becoming quite a common practice among some motorists to bathe at some of the little beaches which are easily accessible from various points of the Castle Peak Road. This is, of course, all very nice, but thought is not always exercised when the car is left by the roadside. Since last drawing attention to a similar matter, we have heard several complaints concerning this thoughtless parking. It is a trifle dangerous to round a corner and suddenly find a stationary car obstructing the road, especially if another happens to be coming towards one. The remedy is merely a matter of parking with a regard for other road users.

And Roadside Blasting.

Between the Tsin Wan village and that landmark known as "Ormes House" a considerable amount of reclamation is in progress. The usual hillside cutting and blasting is of course a feature, as is also the man who does the tom-tom act with the red flag. The other day, a local motorist, taking a spin in the cool of the evening, came upon the individual in the midst of his act. Thinking discretion the better part of valour, the motorist proceeded to back his car a few yards. He had hardly stopped when quite a barrage was fired just at the rear of his car. At the same time, another exhibition of rock shattering commenced immediately in front of him. Fortunately, none of the flying fragments struck the car or occupants, but such experiences are not desirable, and would not occur were a tom-tom merchant stationed at either end of the operations a few minutes before the charges are fired.

That Sheko Road.

Some time ago, we published an article which suggested that roads in outlying districts would be kept in better condition, if labourers were appointed whose duty would be to pay constant attention to certain stretches of road. The plea was under the heading of "The Man With the Barrow," and it was suggested that the method employed by most County Councils in the British Isles, might be employed with good result here. Last week, another local motorist asked us to make a further plea for early attention to the Sheko Road. He pointed out that for months past, this road has become gradually worse, without any serious attempt at remedy. It certainly seems unfortunate that such a desirable motor road should be allowed to get from bad to worse, and admitting that the heavy rains of the last few months are in the main responsible, such a cause cannot be pleaded as an excuse for ever. Possibly, technical difficulties exist which we do not understand.

but whatever the cause of delay, we do suggest that, in order to justify the expense in building the road, it be made passable for motor traffic, for which, it is to be presumed, it was intended.

Engine Tinkering.

Hongkong motorists generally will have been much interested in the case which came before the Summary Court in which an Indian driver sued his master for wrongful dismissal, because during the hearing of that case it was proved that the man was caught driving other Indians in the car without the knowledge or permission of the owner. The plaintiff, who made unsubstantiated allegations against Mr. A. H. Rowe, who caught him in the act failed in his claim, it being held that his master had a right to discharge the man for his wrongful act. There is no question that the practice of taking friends for joy-rides is far too common among the chauffeurs of this Colony and one to which a stop must be put. But, even more serious than that, is the incorrigible habit among nearly all native chauffeurs of interfering with the adjustments of cars even when in thorough-going order. New cars are sold, in most cases, under a six or nine months' guarantee, and should anything go wrong in that interval of time it is the seller's duty and obligation to put it right. But when drivers, whose mechanical knowledge is the most elementary kind, will persist in readjusting first this and then that without the slightest necessity and only in order to satisfy their own curiosity, it is time that remedial action was taken whenever opportunity offers. It is estimated that something like 90 per cent. of the minor motor troubles of Hongkong are caused by drivers who are unskilled in mechanism and yet who will persist in tinkering with cars—especially with new ones. We think it will be generally agreed that Mr. Rowe performed a useful public service when he took note of the incident which gave rise to the subsequent court proceedings.

Popular Light Cars.

During the past year, British light cars have become very popular in the Colony. It was rather a curious fact that previously, the majority of cars here were of the heavier touring type, although in every other part of the British Empire for many years past, there has existed a strong demand for the smaller machine. Manufacturers have set themselves out to cater specially for the Colonial market with the result that to-day, the competition in the light car class has brought prices down to-day, to an extremely low level, while at the same time, the standard of quality is extremely high.

The 10-26 "Singer."

Yet another light car manufacturer has appointed agents in Hongkong, the makers in question being the Singer Factory. Well in the front rank of exceptionally good light cars, both in the British Isles and Europe, the latest "Singer" is sure to become popular in this Colony. Next week we hope to give details of the models which have already arrived here. Messrs. Gilman & Co., Ltd. are the agents.

LATEST BRITISH TWO-SEATER AEROPLANE.



Capable of being housed in an ordinary garage, "The Moth," a tiny De Havilland plane has made its appearance in London. Propelled by a 27-horsepower engine it has a maximum speed of 60 miles an hour. Its fuel consumption is 20 miles per gallon and it carries two persons. It is 23 feet 6 inches long and can be folded up so its width is but 9 feet 8 inches.

"Disturbing the Peace."

The peace of residents in the Annex of the Peak Hotel is all too frequently disturbed by some thoughtless motorists who arrive in the vicinity at any hour between midnight and 2 a.m. Apparently, the chief cause for complaint is that some drivers resort to the objectionable practice of blowing the horn to arouse the man who sleeps in the garage. The effect of this noise on residents sleeping within a few yards can be imagined, and surely it would not be too much trouble to install a bell to the caretaker's room. With regard to the occupants of the cars themselves, it might be remembered when making farewells, that people are sleeping nearby.

IF YOU MUST BE A
"ONE ARMED" DRIVER,
BUY MORE INSURANCE
AND ORDER FLOWERS.

FUEL PROBLEM.

AMERICAN ENGINEERS SEEK SUBSTITUTES.

Uncle Sam is still looking for a substitute to be used as an automobile fuel when gasoline gives out—if it ever does.

The Federal Oil Conservation Board has sent out a questionnaire to automobile engineers seeking their opinions on possible substitutes for gasoline.

With the daily use of about 20,000,000 gallons of gasoline, the board advises these men that America's resources are rapidly diminishing. One of the questions is—

"Could alcohol for motor fuel purposes profitably be made from grain grown for the purpose in quantities sufficient to affect the demand for gasoline?"

A similar question refers to the use of potatoes or other vegetables grown for alcohol.

Another poser is—"What is the relative efficiency in motor propulsion of gasoline and (a) alcohol, (b) benzol, (c) mixtures of gasoline and alcohol, (d) mixtures of gasoline and benzol?"

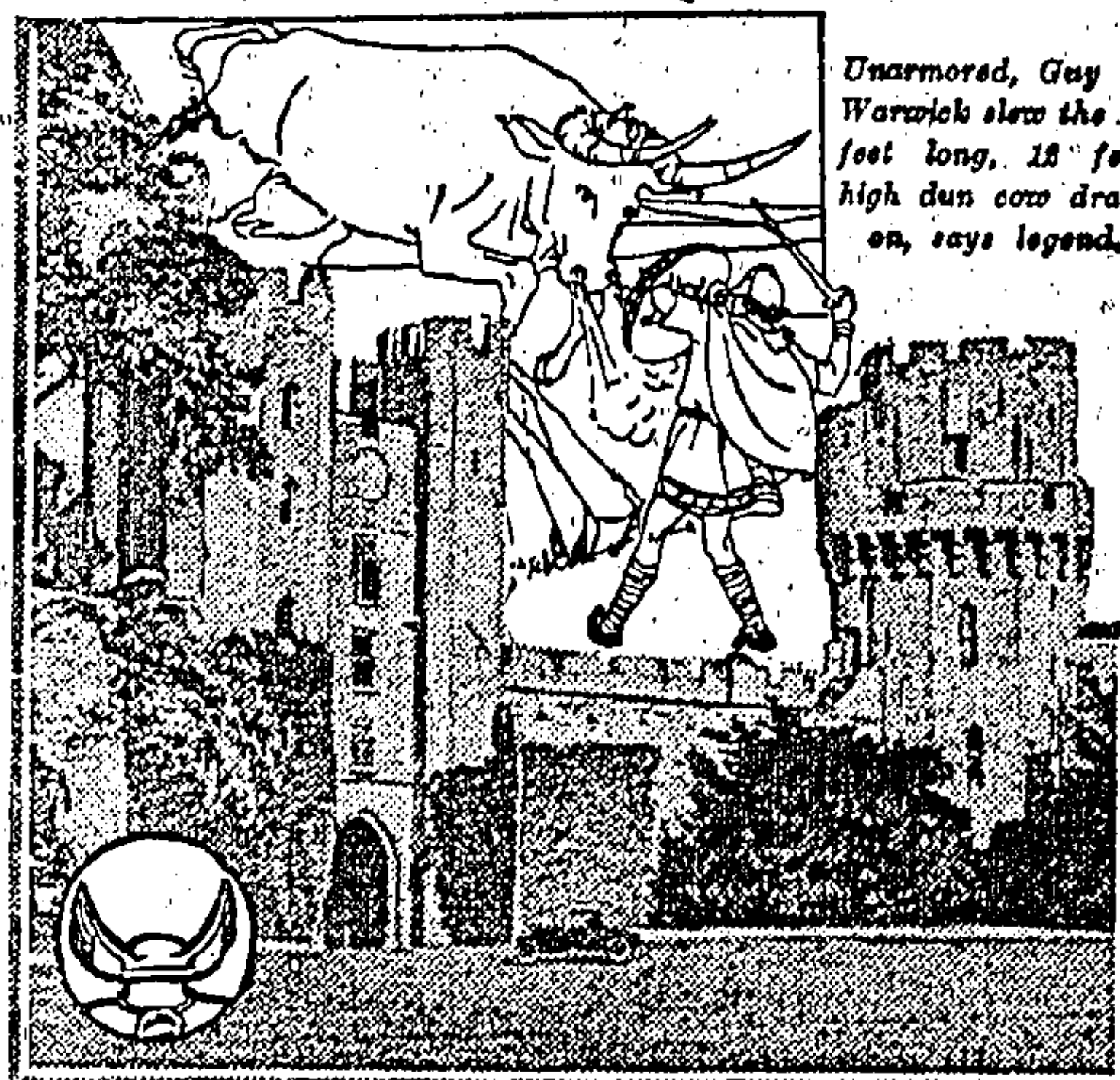
CAMELS GOING.

Arab sheiks are taking to automobiles. Camels are going out of style, even in the desert areas. Proof is the continued requests from the Near East for motor cars.

MOTOR TRIPS ABROAD.

A 1000 Year Old Castle

SECOND OF A SERIES OF TRAVEL TALKS



Unarmored, Guy of Warwick slew the 18 feet long, 18 feet high dragon, says legend.

Photo Courtesy Chrysler Maxwell Motor Corporation
Warwick Castle at Warwick, England, an easy motor trip from London

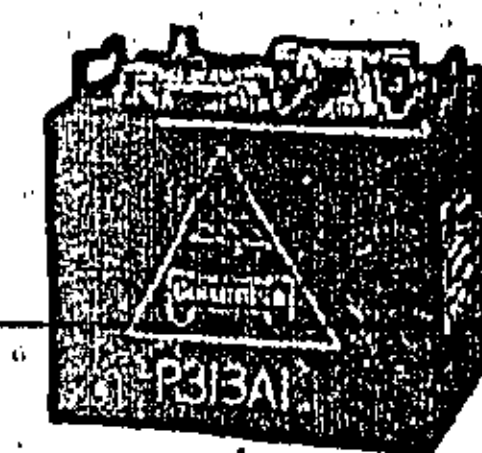
IT WAS Scott who sold of Warwick Castle at Warwick, England, "the fairest monument of ancient and chivalrous splendor which yet remains uninjured by time." This marvelous castle which has attracted hundreds of American motor tourists in England to Warwick, stands on a rock overlooking the Avon. It is said to have been founded in 915 by Ethelred, the daughter of Alfred. In the war with the barons in the time of Henry III it was destroyed except

the towers.
Thomas de Beauchamp, in the reign of Edward III, restored and strengthened it and his son built Guy's Tower in 1394. James I gave it to Sir Fulke Greville, who spent 20,000 pounds—\$100,000—an enormous sum for that time—in repairing and adorning it. It has been the property of the Grevilles ever since.
The gardens surrounding the castle are worth travelling hundreds of miles to see.

ABSOLUTELY BALLOONATIC!



A balloon-type equipped bicycle and its baby brother appeared on the New York streets recently causing folks to inquire, "What next?"



Uniform in quality, with unusual power, life and efficiency. A size for every automobile.

THE DRAGON MOTOR CAR CO., LTD.

13, Woong Chung Road, Happy Valley.

Columbia
Storage Batteries



Mobiloil

Make the chart your guide

In these days of rigid economies, the motorist who desires to attain to the greatest efficiency and economy in the operation of his car must consider closely the cost, the quality, and durability of the lubricating oil used.

Friction has been described as the "Highway robber of mechanical energy," levying tribute on all matter in motion, exerting a retarding influence and requiring power to overcome it.

When one realizes that if it were not for the thin film or layer of oil between the surface of the journals and their bearings, and the constant supply of lubricating oil required to maintain this film, the largest locomotive could not start a heavy train or keep it in motion, or the most powerful marine engine could not drive a ship one mile without heating of bearings, one readily understands that a knowledge of lubrication and friction and the laws relating to friction is a very important part of an oil manufacturer's knowledge.

Gargoyle Mobiloil is the result of many years of experience in the manufacture of lubricating oil, and the correct grade, as specified in the Chart of Recommendations representing the work of a score of automotive engineers, will ensure more mileage per gallon of benzine, minimum of friction and more power, elimination of unnecessary repairs which are so frequently due to inefficient lubrication, and long life of the engine.

Obtainable at all Garages and Accessory Dealers everywhere.

VACUUM OIL CO.

Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

SIX CYLINDER ESSEX REDUCTIONS.

5-passenger Touring -	\$100.00
5-passenger Coach -	\$150.00

HUDSON SUPER-SIX REDUCTIONS.

5-passenger Coach -	\$250.00
7-passenger Sedan -	\$250.00
7-passenger Touring -	\$500.00

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong Currency:

SIX CYLINDER ESSEX: Old Price: New Price:

5-passenger Touring -	\$2,500	\$2,400
5-passenger Coach -	\$2,650	\$2,500

HUDSON SUPER SIX: Old Price: New Price:

7-passenger Touring -	\$4,000	\$3,500
5-passenger Coach -	\$4,000	\$3,750
Brougham (New Model) -		\$4,350
7-passenger Sedan -	\$5,000	\$4,750

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

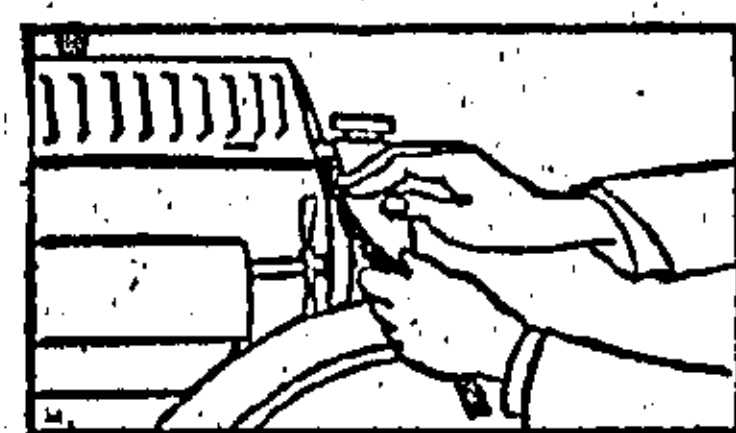
And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD

33 & 35 Des Vœux Road Central.

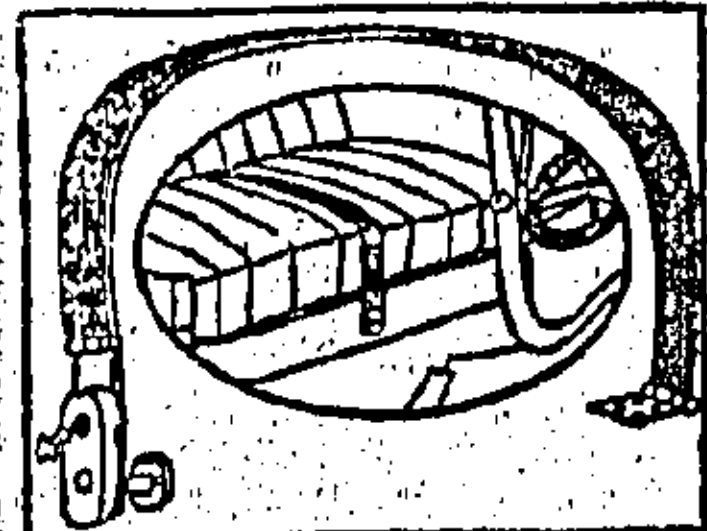


Hood rattles and body squeaks can be stopped by the application of strips from an old felt hat between the moving parts. The shoulders along radiator and cowl, where the hood rests, are among such parts liable to cause squeaks. The felt will stick best if glued down with silicate of soda, or water glass.

FUTURE HEADLIGHTS!

TILTING SUGGESTED.

The Illuminating Engineering Society of New York, an organization which, as its name implies deals with every phase of modern lighting, has been making tests with a patent tilting device for headlights. The result is a prediction that tilting will solve the vexed question of dimming, which, incidentally, is illegal in the State of Massachusetts. The effect of tilting is to shorten the beam of light sufficiently to render it effective, while at the same time cutting off the direct glare from approaching vehicles.



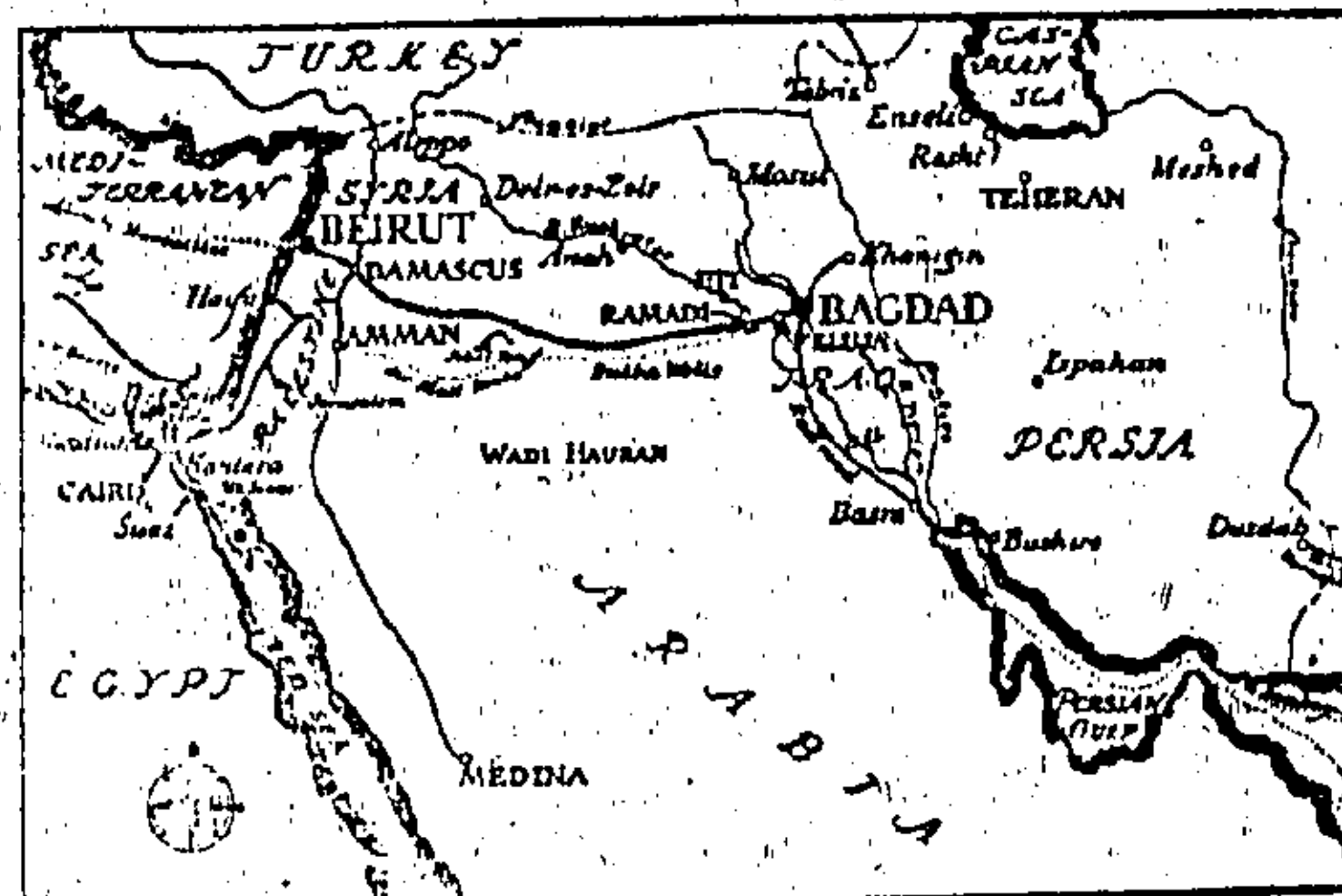
Tools underneath the front seat may be safeguarded against theft by the attachment of a steel band and lock now being manufactured. The band is hinged to the rear of the seat and bends over to be locked in place against the bottom.

PALESTINE TO BAGDAD.

MOTOR SERVICE ACROSS DESERT.

Recent discoveries of oil in Persia and Iraq, the land about the Tigris and Euphrates rivers, and the centuries-old impetus of commerce to shorten the route from the Western world to Persia and India, have resulted in the establishment of a permanent motor car route from the Mediterranean shore of Palestine to Bagdad, in the heart of Mesopotamia.

The service has been established by the Nairn Transportation company, Beirut, Syria, and a large fleet of Cadillac cars is used in covering the 603 miles of desert travel from Beirut, via Damascus, to Bagdad. Heretofore there has been no direct route to Bagdad and the East excepting slow camel travel. The new service brings the Mesopotamian



city within nine days of London and within forty-eight hours of Port Said at the entrance to the Suez canal.

The entire trip is covered in less than twenty-four hours of actual running time. There is an overnight stop at Damascus and with other stops for meals enroute, the journey is completed in sixty hours of actual time. The sea route by way of the Suez canal and around Arabia requires eighteen to twenty-one days and the overland camel caravan requires seven to eight weeks.

At the Bagdad end of the route, also, connections are made with the railway which runs southeast to Bursa, on the Persian Gulf, and also northeast to the Persian border. In this way travellers who wish to tap the commercial resources of northern India and Persia are greatly benefited.

The motor trip from Beirut to Bagdad is one of hard travel and hazardous going for the sturdiest cars, both on account of the excessive heat and the wadi, or dry river courses, which are deep and stony and encountered at unexpected places. At certain

times of the year, also, the Tigris and Euphrates rivers overflow their banks; the whole district of Hamadi becomes flooded and cars must be driven for hours hub-deep in the mud.

Cadillac cars of seven- and nine-passenger capacity have been found particularly adapted for the work. The heat is extreme. There is a climb of 1200 feet between Bagdad and Damascus. Although the cars are driven at top speed, it has been found unnecessary to replenish one drop of water in the radiators during the more than 1200 miles of the round trip.

The running boards of the cars are occupied by 34-gallon gasoline tanks which, with the standard 20-gallon tanks in the rear, give each car a gasoline storage capacity of 90 gallons.

A new twenty-page illustrated booklet called "The Desert Mail" with a map and illustrations has just been published by the General Motors Export company. It tells the story of the development of transportation in this 600-mile strip of land which bathes the East and the West.

AUTOMOBILE CARAVAN.

AEROPLANES AND AUTOMOBILES MAKE PILGRIMAGE TO WASHINGTON.



G. A. TYLER (LEFT) CARAVAN FLYER

Aeroplanes and automobiles took part in the Macabees international automobile caravan which proceeded to Washington last month from every corner of the United States and Canada. The Macabees caravan is said to have been the largest tourist

movement ever organized by motorists. On entering Washington two abreast, the cars formed a procession ten miles long. The above picture shows one of the members who flew from San Francisco in less than fifty hours actual flying time.

BROKEN GLASS SERVICE.

An automobile company of Birmingham, Ala., has added a city-wide service for keeping the streets clear of glass. The company is operating motorcycle cars which carry a side car to receive the glass that is swept up.

CANADIAN EXHIBITION.

Canada's annual national exhibition, which draws motorists from most of the United States will be at Toronto from Aug. 29 to Sept. 12, this year. This is one of the greatest national fairs in the world.

HEADLIGHTS!

You may think yourself a very careful, considerate auto driver. But before you plume yourself too highly, ask yourself one more question, how do you handle your headlights?

Do you always dim them on approaching another car? Do you always keep them dimmed except when there are no other cars coming and you can't see to drive without having them on full tilt?

If you don't you can't qualify as a considerate driver. Bright headlights are a menace to everyone else on the road. Keep 'em dim.

And don't depend too much on glass lenses that are supposed to diffuse the glare and render it unobjectionable. Most of them are pretty nearly as blinding as any other kind.

STABILISING DESIGN.

Automobiles bought to-day will not look much different from the cars to be bought in five years' time. This is the promise made to prospective motorists by American manufacturers who have decided to stabilize the design of their products.

Packard, Dodge, Ford and several others have long adopted this policy. There are no more annual models in these factories. Instead, new features are added, or improvements made, whenever they happen to be ready for practical use.

Studebaker is another addition to this group of manufacturers. According to Mr. J. N. Willys, a leading American manufacturer, the "one Year" car is passing out of the picture, and in its place is coming the car with longer life and more stable design.

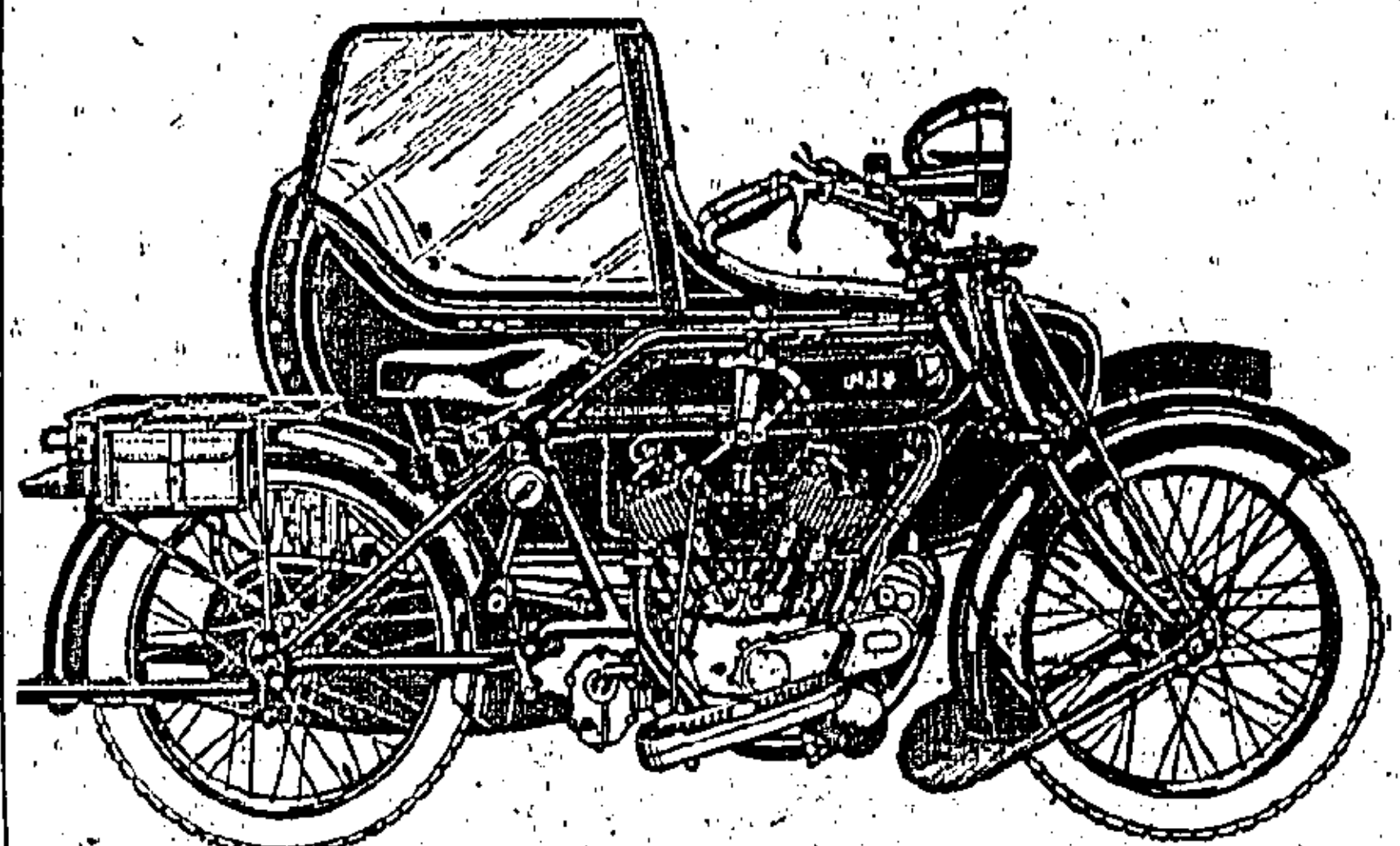
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YOU WILL ALWAYS INSIST ON
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A.J.S. 7.99 H.P. De Luxe Passenger
Combination Model E. 1

Complete with Hood, Wind Screen
and Side Screen.

STOCKS CARRIED

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING, HONGKONG.



DOES YOUR CAR SUFFER

from INDIGESTION?

WHETHER your engine stutters and lies down on you occasionally, or whether the condition is chronic, we guarantee to diagnose the case correctly and effect a cure.

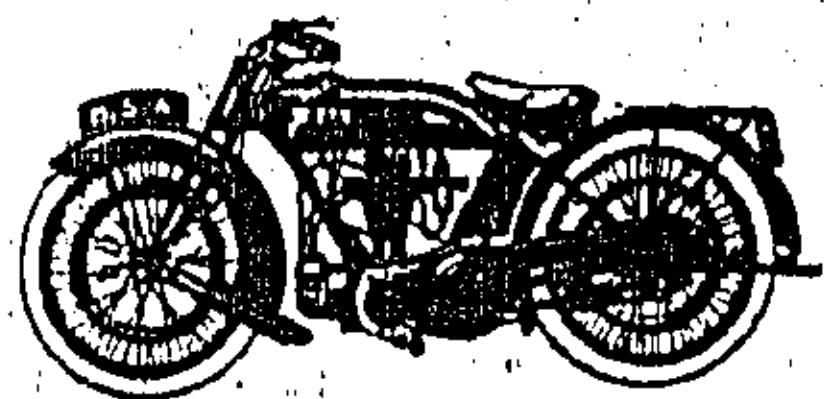
Our staff of expert mechanics takes just as much interest in your car as would the medics if you personally were laid up for repairs.

The Dragon Motor Car Co., Ltd.

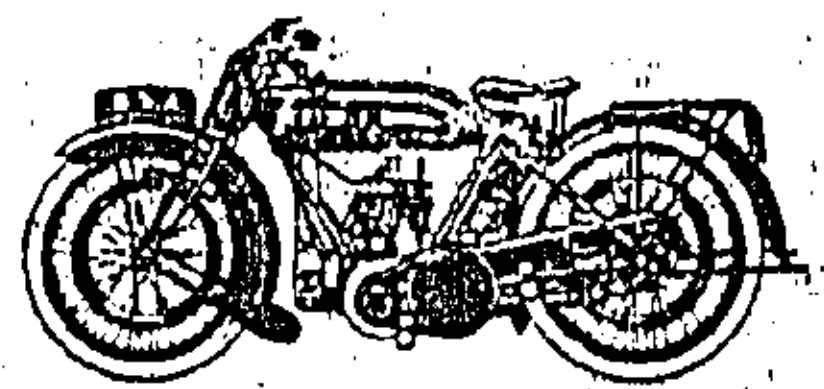
Expert and Constant European Supervision.

Telephone C. 1926 or 1247.

B. S. A. MOTOR CYCLES



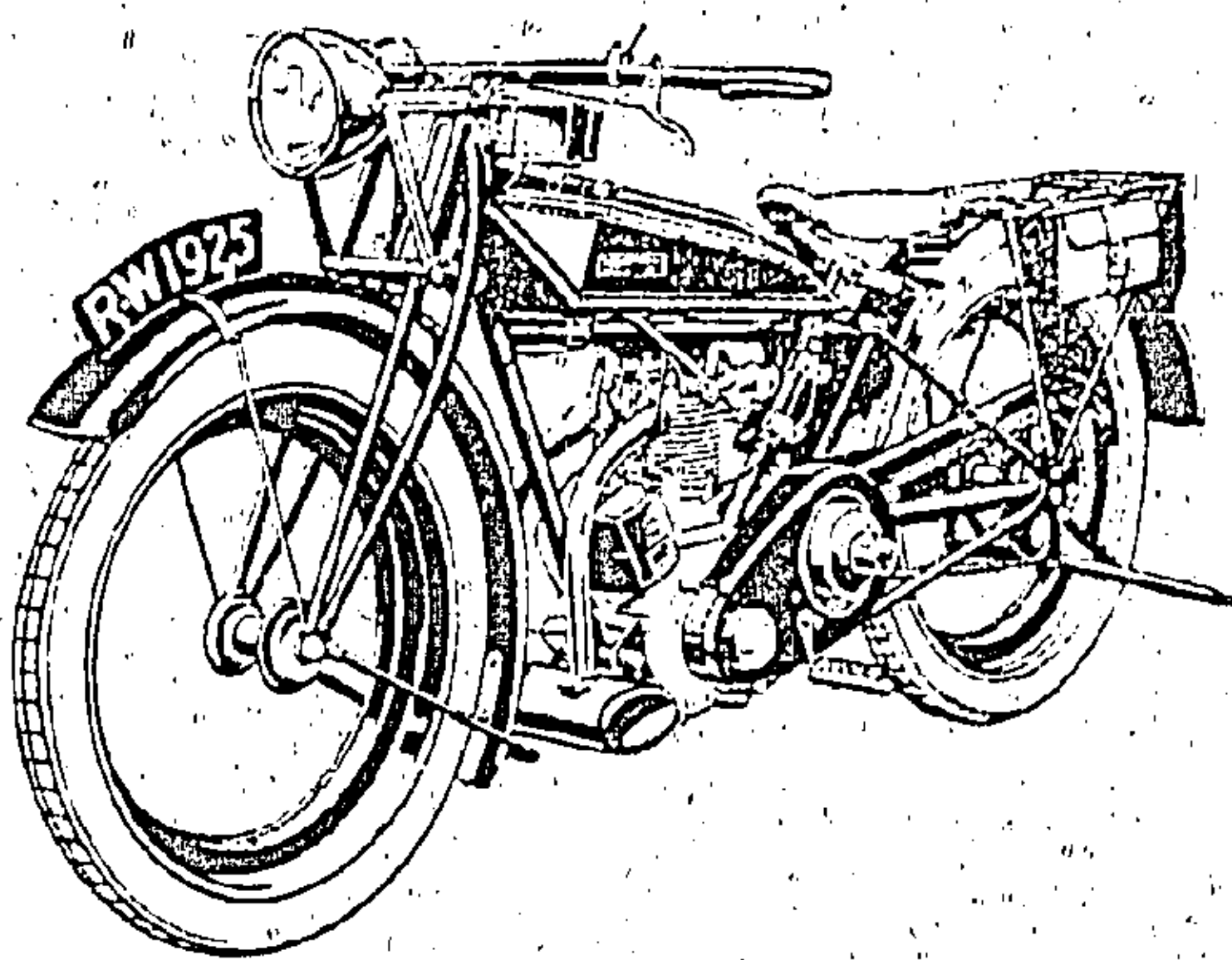
Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:
THE SINCERE CO.

RUDOLF W. WHITWORTH
Four Valve Four Speed

MOTOR CYCLES



ORDERS NOW BEING BOOKED FOR
A NEW CONSIGNMENT DUE
TO ARRIVE SHORTLY.

FULL PARTICULARS FROM
RUDOLF WOLFF & KEW LTD.

54, Queen's Road, Central. Phone C.2173.

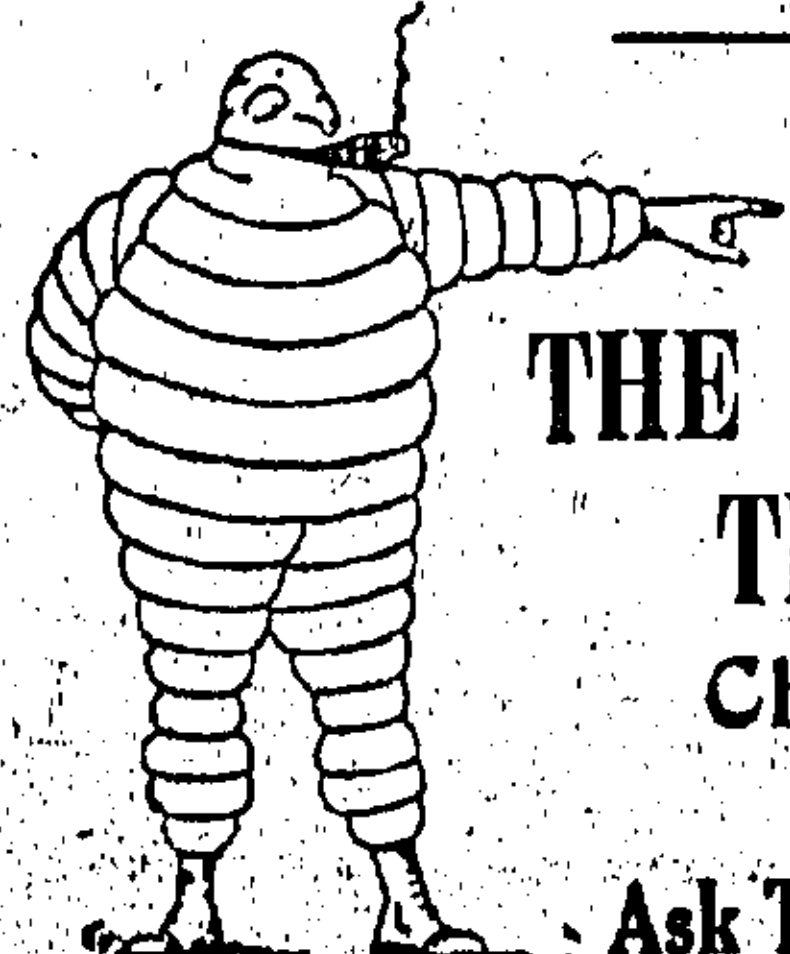
MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by
**THE EUROPE-ASIA
TRADING CO.**
China Building

Ask To See The Balloon Tyre.

MOTOR NEWS FROM GREAT BRITAIN.

BY "R. A. C."

(Special to the Hongkong Telegraph.)

Comfort in the Car.

There has lately been a strong movement in Great Britain in favour of the provision of adjustable driving seats in cars large and small. For some time past "The Autocar" has been rubbing in the importance of this provision, and nowadays it is fortunately possible for the owner of even a light car to be really comfortable while driving, whatever may be his height. The adjustable front seat is one of the notable improvements of the 1925 model of 10.28 h.p. four-seater Singer light car as compared with the preceding model. Another is the fitting of patent pneumatic upholstery. This, in conjunction with efficient springs and low pressure balloon tyres, makes this inexpensive but eminently reliable vehicle extremely pleasant even for the longest journeys.

One of the first manufacturers to realise the disadvantages of the fixed seat was the Sunbeam Company. Their cars were the first to be standardised with a driving seat allowing considerable movement, which in the present models is about six inches. The seat is moved without driver or passenger leaving it, and is securely locked into position by a small lever.

The leading accessory manufacturers are also doing their share in the work of making the motorist comfortable, and all sorts of little fixtures which are useful as well as ornamental are now obtainable. A very notable thing in this line is the Smith wireless cigar lighter, so-called because there are no wires between the lighter and the base. The home price is 15/6, and the fitting is adaptable to either a six volt or twelve volt circuit, and glows brightly in three seconds after pressing the switch. A great advantage is that the lighter, not being attached to its base by wires, can be handed to any occupant of the car at any distance.

Engine Design.

In the new model 40-50 h.p. Rolls-Royce known as the "New Phantom" the principal advance as compared with the old type is to be found in the engine which, with an R.A.C. rating of 43.3 h.p., gives about 13% more power than the old engine at the same speed. Overhead valves have been adopted instead of side-by-side valves. Before deciding on the new engine, the Rolls-Royce Company carried out exhaustive experimental work, designing and thoroughly testing four distinct types, including a six-cylinder engine with overhead camshaft, a twelve-cylinder V-type engine, and a straight eight. After prolonged study, all these types were abandoned in favour of that which has now been adopted.

The most remarkable feature of the new 12-40 h.p. sporting Star is certainly the engine. This is of the overhead valve type the valves being placed along a detachable cylinder head and operated by push rods and short rockers. Other features are aluminium pistons, duralumin connecting rods, and sparking plugs carried in recesses. Though of fairly long stroke and high pressure ratio, the engine runs extraordinarily sweetly throughout its whole range of speeds. It is very free from vibration and can be driven slowly almost to stopping point on top gear without betraying any tendency to thump.

Since marine motors began to be properly standardised, a great deal has been done in the direction of securing a high degree of simplicity. Thus the 10-14 h.p. four-cylinder Alfa Craig "Kid" with overhead valves, operated by camshafts acting direct, has about one hundred less working parts than engines built on the push rod and rocking arm principle. One result is a reduction in manufacturing costs, which enables the complete outfit to be sold at the home price of £100.

Turning to aero engines, we find that the British Government insists on more searching tests than any other country. One test is a run of one hundred hour duration at nine-tenths of rated power. The latest test of a Napier engine was of one hundred and four hours duration and on this occasion, instead of taking the standard rating of 450 h.p. the

engine was run on the rating of 470 h.p. For one hour, when undergoing its high power test it developed 494 h.p.

Overseas Demand for British Products
The Bean 20-25 cwt. commercial vehicle has made a wonderful start overseas. During the past six months nearly one-third of the entire output of the firm's commercial vehicle department has been exported, and this despite the fact that the home demand has been very large.

The great attention that British manufacturers have given to the production of vehicles for municipal and public service work is having its reward in the overseas markets. Just recently the Albion Motor Car Company has received an order from the Hongkong authorities for the supply of five 30 cwt. hand-tipping garbage wagons. There are already a number of older Albion vehicles in municipal service at Hongkong. The same firm has recently received an order from a foreign government for a number of workshop wagons. Each of these contains a 34-kilowatt generator driven by silent chain from the clutch shaft and supplying current for the lighting outfit and for a lathe, grinding wheel and two drilling machines. In addition, complete equipment for blacksmith work is carried.

The Government of Afghanistan has recently acquired a fleet of no less than thirty-three Thornycroft lorries. The country is devoid of railways and has hardly any roads worthy of the name. Dependence has hitherto been placed upon animal transport, and the new development is interesting as showing how the motor vehicle is coming to be used for the early development of new territories in preference to incurring the high initial cost of building a railway.

The authorities responsible for the Calcutta tramways have decided to make supplementary use of motor buses, and they have selected the well-known English make, the Leyland. Calcutta recently also acquired a fire engine of the same make, capable of a speed of fifty-five miles an hour on the road. Another Leyland fire engine has lately been delivered to the Dinodini Fire Brigade. This machine has a capacity of 1,150 gallons a minute, or 45 tons of water per hour, at a pressure of over 100 pounds to the square inch.

As regards British private cars, it is particularly interesting to note that the 3-litre Bentley is becoming quite popular in the United States of America, despite the high tariff imposed on imported vehicles. Another interesting order is that placed by an Indian Rajah for three Bentley cars. One is of the sporting open type and is for personal use, the second is a larger car for the conveyance of beaters and game on hunting expeditions, while the third is a twelve-seater wagonette for the use of the ladies and domestic staff. The point of particular interest lies in the clear acknowledgment that the Bentley is not merely a sporting car of the highest class, but is equally capable of heavy work over really bad roads.

In respect of aerial developments, Great Britain is well to the fore. At an Air Pageant held not long ago in Tokyo the pre-eminence of the British aero engine was very noticeable, practically all the machines engaged in the demonstrations being fitted with the famous Napier 450 h.p. engine.

COMPETITIONS AND RECORDS.
In the annual motor races held at Muriwai Beach near Auckland, New Zealand, the New Zealand Cup was this year won by the owner of an eleven year old Sunbeam car which covered the course at an average of 79.7 miles an hour. Later in the day the same car attacked the flying five-mile Australasian record and beat it easily, averaging a speed of 100.33 miles an hour. Truly a wonderful performance for so old a vehicle.

New figures have just been set up for the twenty-four hour motor cycle record, two riders taking turn and turn about with spells of two hours each on a French racing track. Previously this record was held by Mr. H. A. Sollier and has stood ever since 1907. Mr. Collier is the General Manager of the factory producing the well-known "Matchless"

motor cycles. His record was made on the Canning Town Track, which is really no more than a cycle track of about three laps to the mile and his "Matchless" of that date averaged nearly forty miles an hour over the whole period. As a feat of endurance this, of course, far surpasses anything that has been done in the breaking of his record after an interval of eighteen years.

For the first time a motor cycle of less than 1,000 c.c. has covered a lap of Brooklands Track at over 100 miles an hour. The rider was Mr. V. Horsman and his mount the Triumph, one of the oldest and best reputed names in the motor cycle trade. On a 750 c.c. machine he averaged over 103 miles for a kilometre and very nearly reached the same figure for the mile. On a 500 c.c. machine he made world's records for the five miles with flying start and the ten miles with standing start. In all, he has lately broken no less than fourteen World and British records, all on Triumph machines.

In this year's Paris-Nice Reliability Trial, the most important motor cycle event of this kind in France, four British B.S.A. machines were entered. Of these the team consisting of one 249 h.p. model and two 349 models secured the team prizes and three gold medals, and was the only team of more than two machines to complete the trial without loss of a mark. The other B.S.A. entry was a 449 h.p. and sidecar, which was the winner of three cups and a gold medal and made the best light sidecar performance. Afterwards the same machine won the standing start kilometre at Nice and the very stiff La Turbie hill-climb, besting the previous records for this hill in the 350 c.c. class by more than five minutes.

In England the great motor cycle reliability event is the A.C.U. Six Days Trial. Every machine, including its running equipment, is selected by the officials, from manufacturers' or agents' stock, no variation from standard specification being allowed and no special preparation permitted. Throughout the trials the machines are under constant supervision, and in the awards reliability, hill climbing, brakes, silence and final condition are all taken into account. This year the special team award went

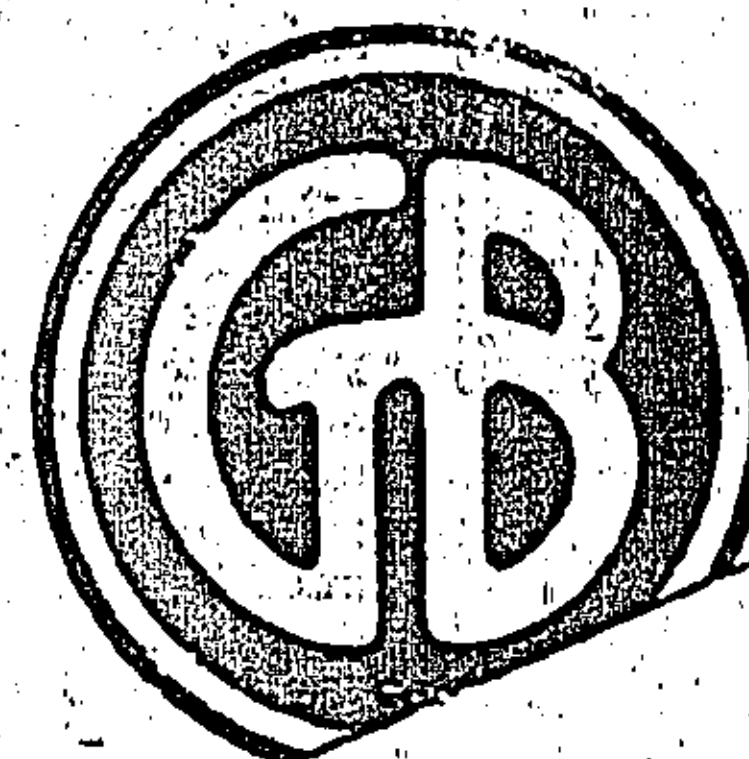
to the A.J.S. machines, all three of which gained the highest possible awards in the shape of gold medals. One was a passenger combination, which also had the distinction of making the best sidecar performance.

In the London to Land's End Run this year there were many good performances, but none to beat that of the three little 9-20 h.p. Rover light cars, all of which gained gold medals. This is, of course, the water-cooled model similar in many features to the 8 h.p. air-cooled Rover, but of slightly higher power and price.



An easy way to see whether a tyre valve leaks is to turn the wheel so that the valve stem is at its highest point. Remove the dust cap and hold a glass of water so that the mouth of the stem is submerged. If bubbles come up the valve is defective.

THE EASTERN TELEGRAPH COMPANY, LTD.
PUBLISHED FOR THE PROPRIETOR BY THE MANAGER, THE EASTERN TELEGRAPH COMPANY, LTD., 11, ROYAL LANE, HONG KONG.
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AMUSEMENT
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APPEARS ALL THROUGH THE THEATRE OF HONG KONG
FROM 7.30 TO 10.00 P.M. WE HAVE HAD A
SPECIAL ENGAGEMENT, PLAYED THROUGH THE
THEATRE OF THE HONG KONG IN STATION
STORMS ALONG THE GULF COAST
WAS THE TWO TIMES, HONG KONG
BUT THE POWER OF THE LIGHTS
ONCE FAILED IN THE THEATRE OF HONG KONG
CONDITION OF THE THEATRE, HONG KONG
SINCE WE LEFT HONG KONG, HONG KONG
CLEAN THE SMALL THEATRE OF HONG KONG
REMAIN THEATRE OF HONG KONG
WE GET BACK TO HONG KONG, HONG KONG
DIFFERENT CONDITIONS, HONG KONG
THAT I AM SURE, HONG KONG
SAFELY, THIS IS THE THEATRE OF HONG KONG
HAS FLOWN THROUGH THE THEATRE OF HONG KONG
WHICH IS A GREAT THEATRE OF HONG KONG



GRAHAM BROTHERS TRUCKS

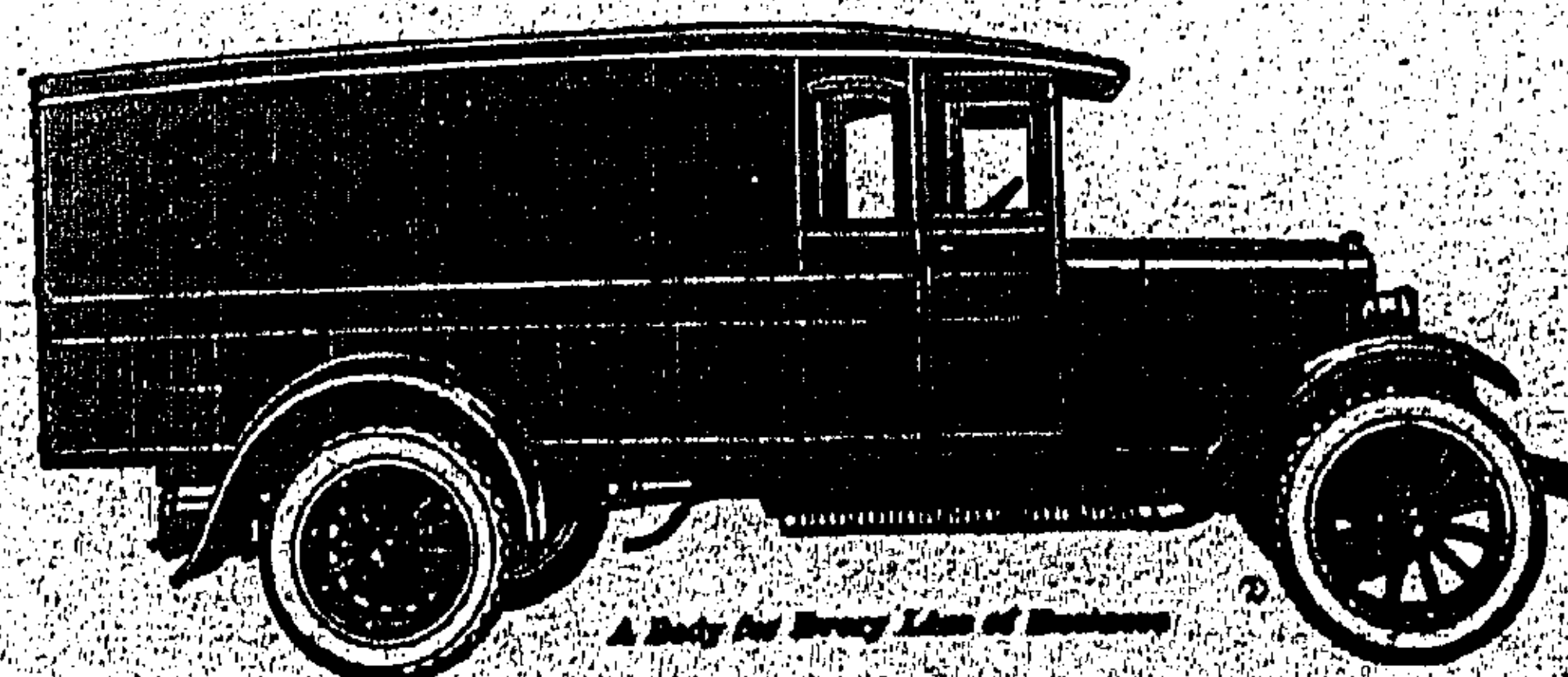
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different lines of business.

No more emphatic evidence
could be desired of their suitability
for every kind of commercial hauling.

**THE DRAGON MOTOR CAR CO.,
LIMITED.**

33, WONG NEIC HUNG, ... HAPPY VALLEY.



A Body for Every Line of Business

Harley-Davidson Lightweight

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder and overhead valve solo machines, equipped with electrical system have been ordered.

According to the factory tests, this small machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.

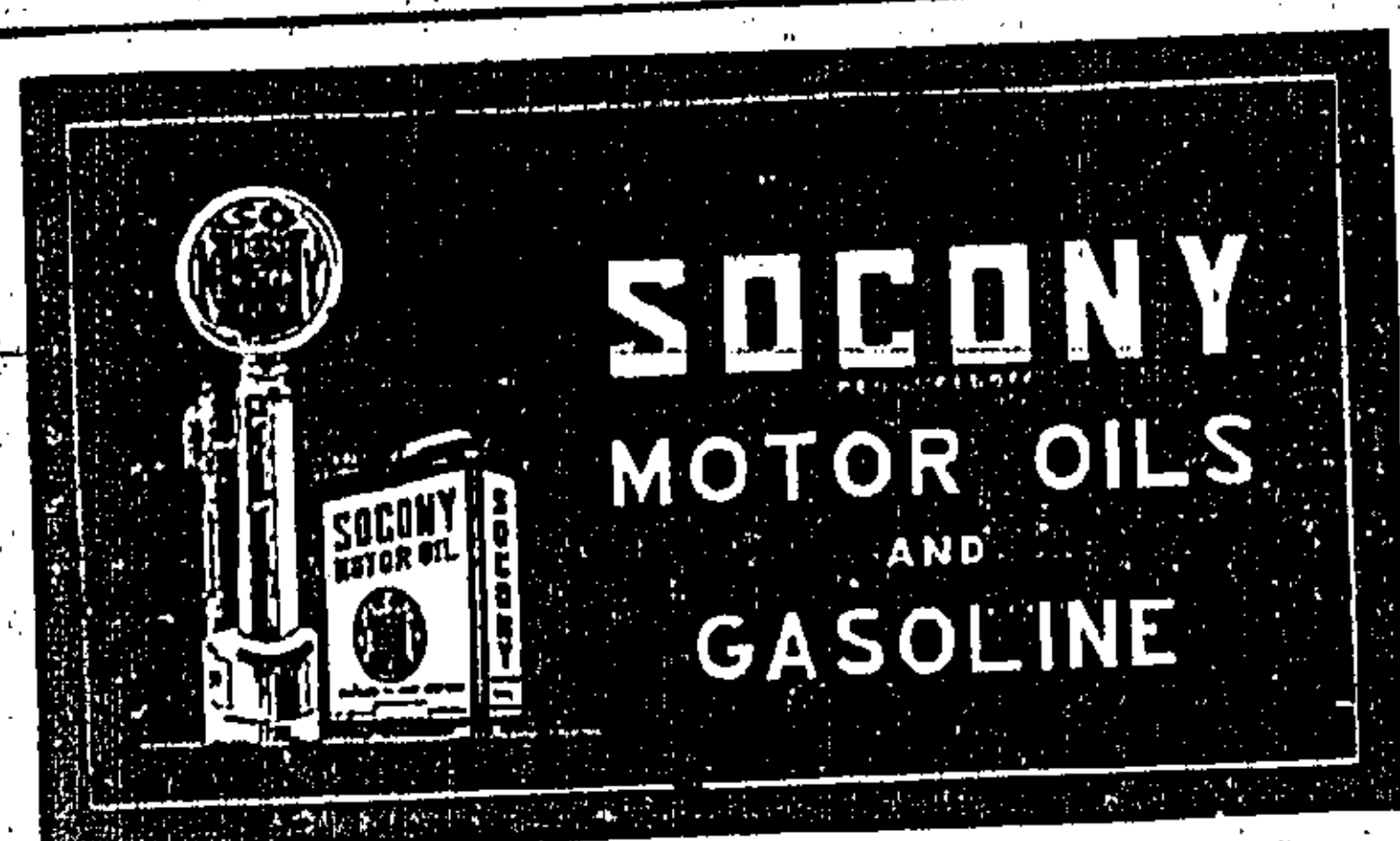
Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment.

ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles, Combinations and Spare Parts.

For moderate cost of repairs Telephone K. 1249.

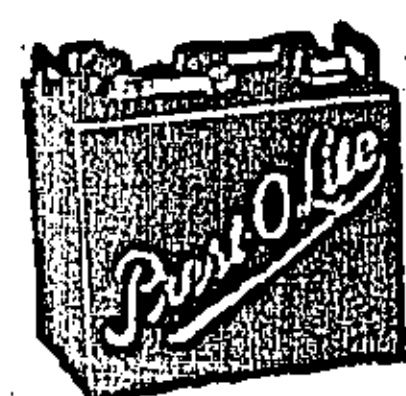
THE GASCON MOTOR COMPANY.



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THE OLDEST SERVICE TO MOTORISTS.

Volts	Amp. Hrs.	Type	Replacement for	Price Each.
6	8	63—M.R.	Harley, Indian, Henderson Etc.	H.K. \$ 21.00
6	90	613—J.F.K.	Essex, Overland, Cleveland	H.K. \$ 41.00
6	100	615—J.F.K.	Hudson, Templar, Maxwell	H.K. \$ 54.00
6	90	611—R.H.K.	Ford, Buick, Chevrolet, Gray	H.K. \$ 41.00
6	100	613—R.H.K.	Buick, Chandler, Oakland	H.K. \$ 52.00
6	157	619—R.H.K. 23	Cadillac, Lincoln, La Fayette	H.K. \$ 82.00
6	92	611—S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 55.00
6	112	615—S.H.K.	Studebaker, Hupmobile, Olds	H.K. \$ 64.00
6	135	615—S.H.K.	Cole, Haynes, Winton	H.K. \$ 72.00
6	160	617—S.H.K.	Paige, Packard, Pierce-Arrow	H.K. \$ 81.00
12	45	127—R.H.K. 4	Brace, Kirt, Morris	H.K. \$ 63.00
12	50	127—S.H.K.	Dodge	H.K. \$ 73.00
12	70	129—S.H.K. 3	Morris-Oxford	H.K. \$ 93.00
12	92	1211—S.H.K.	White, Rolls and Loco	H.K. \$108.00
6	90	69—K.F.R.	Radio A	H.K. \$ 64.00
6	87	611—R.H.R.	Radio A	H.K. \$ 41.00
24	4500 M.A.	24—L.R.R.	Radio B	H.K. \$ 27.00



Storage Batteries for Automobiles Motorcycles & Radio

Distributors:—

Hongkong Hotel Garage

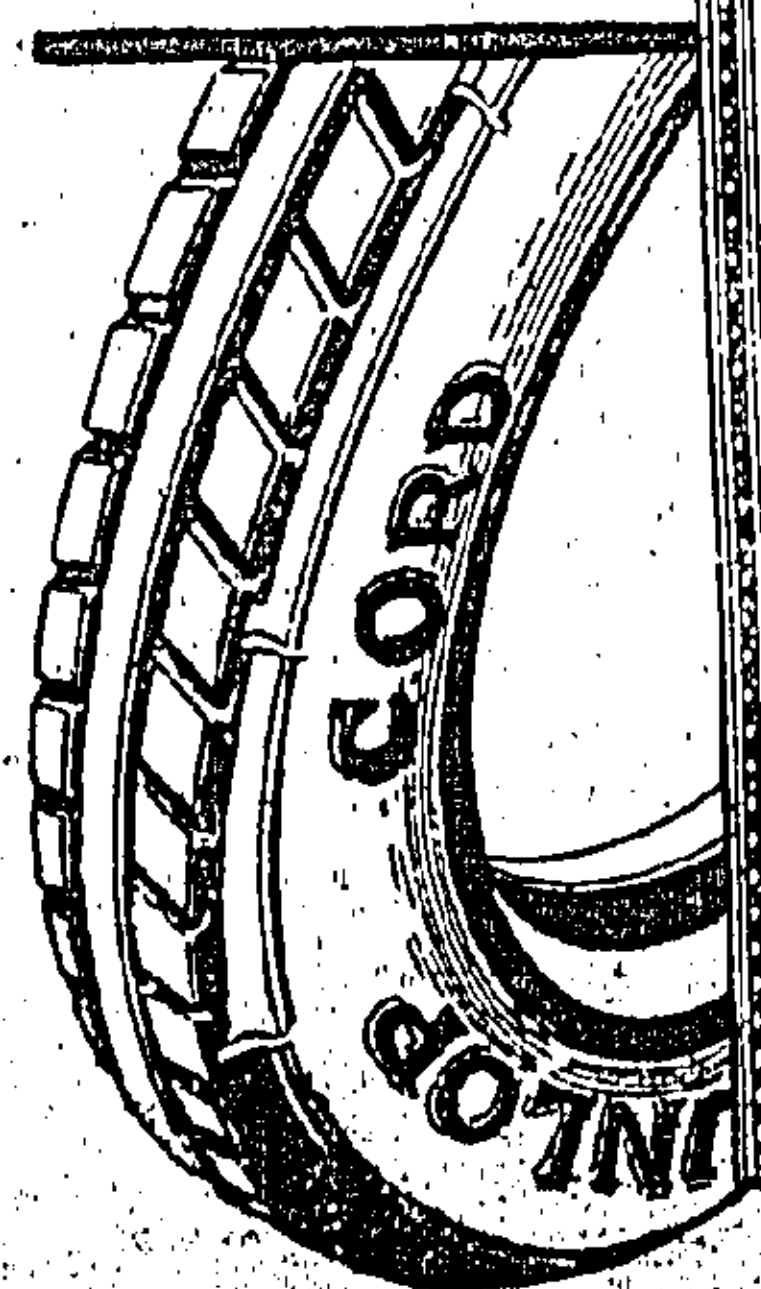
(The Hongkong & Shanghai Hotels, Ltd.)

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DUNLOP

CORDS



When purchasing a tyre BE GUIDED BY THOSE WHOSE BUSINESS IT IS TO KNOW, AND WHO DO KNOW.

The fact that 95% of British Car Manufacturers fit DUNLOP tyres as standard equipment is a striking tribute to the superiority of the Dunlop tyre.

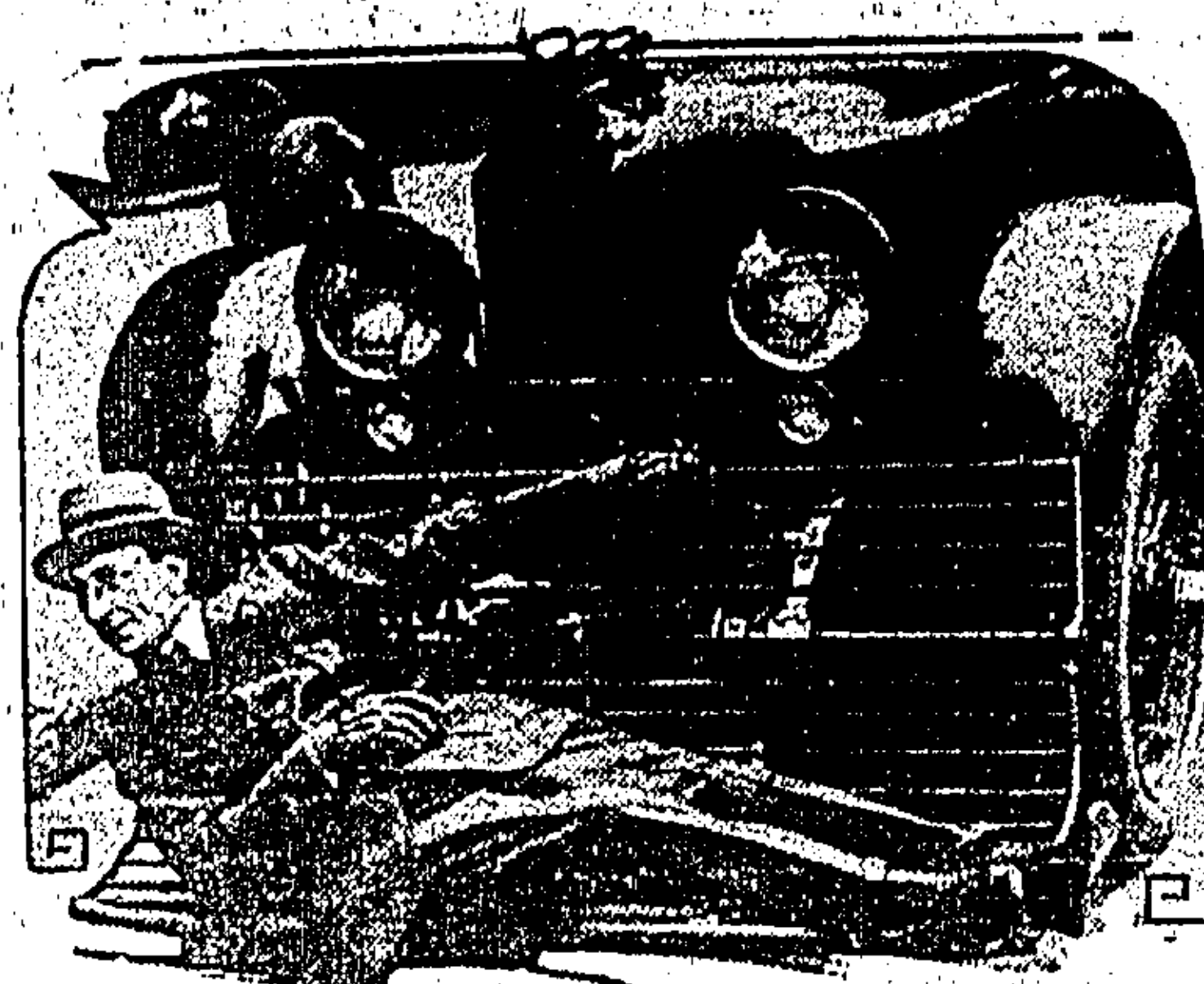
Behind the Car manufacturers' choice is their practical knowledge of tyres and tyre values.

FOLLOW THE CAR MANUFACTURERS' LEAD—THEY KNOW.

DISTRIBUTORS

HONGKONG HOTEL GARAGE.

THE LATEST PEDESTRIAN CATCHER.



Here's a new type of bumper that offers joy, rather than sorrow, to the pedestrian. Whoever is bumped gets a free ride. It's designed to catch the unfortunate pedestrian who happens to be hit and keep him out of the way of the wheels.

PNEUMATICS VERSUS SOLIDS.

EDINBURGH EXPERIMENTS.

Extensive tests of the mileage costs of pneumatic and solid tyres, made by the Edinburgh Corporation Tramways Department, tend to show that pneumatics are more economical than solids and that vehicles equipped with air filled tyres consume less gasoline.

The Tramways Department operates a large fleet of motor buses on which careful records are kept. According to a report just issued by the Chief Engineer, tyre mileage costs approximately 24% less when pneumatic tyres are fitted instead of solid tyres. Gasoline consumption was also lower, while an interesting comparison reported was the relative braking efficiency. A solid tyre bus running at 15 m.p.h. could not be brought to a standstill in less than 34 feet, whereas pneumatic equipped vehicles could be stopped in 18 feet.

The question of road wear and tear does not appear to have been considered, but from observation we should say that pneumatics are not nearly so damaging to road surfaces as solid tyres appear to be. In any case, the above comparisons should prove enlightening to owners of commercial vehicles who still believe that solid tyres are the most economical. For the sake of our roads, we hope that the Government will stipulate pneumatic tyres when next placing orders for motor lorries, and furthermore equip present solid tyre vehicles with pneumatics where possible.

HAPPYLAND.

Greetings, young man! Do you own a machine?

But if you do, that your interest is keen.

Isn't it great, when you drive in the air?

And shed all your worries and frettings and care?

Twasn't so long, since we rode in a hack,

And couldn't go far, or we'd never get back.

Horses and buggies were once at our call;

But the motor have driven them all to the wall.

Automobiling, you'll have to admit,

Through bringing us pleasure, has made a big bit.

But you can't mention a thing that you've tried—

That rests you and pleases, like taking a ride?

Yet, it is true, as you travel along,

You're mad as a hatter if something goes wrong.

A tyre may blow, or the engine go bust;

'Tis then that your motor is thoroughly cussed.

Try and be fair with your blooming machine.

Don't let mere trifles lead up to a scene.

When there's a mishap, just fix it and then.

Hop in your car and go riding again.

H.C.

COMMERCIAL ROAD.

Pennsylvania plans to build a special commercial highway between Chester and Philadelphia to accommodate heavy trucking. It will almost parallel the existing road between these cities.

DRIVE IN

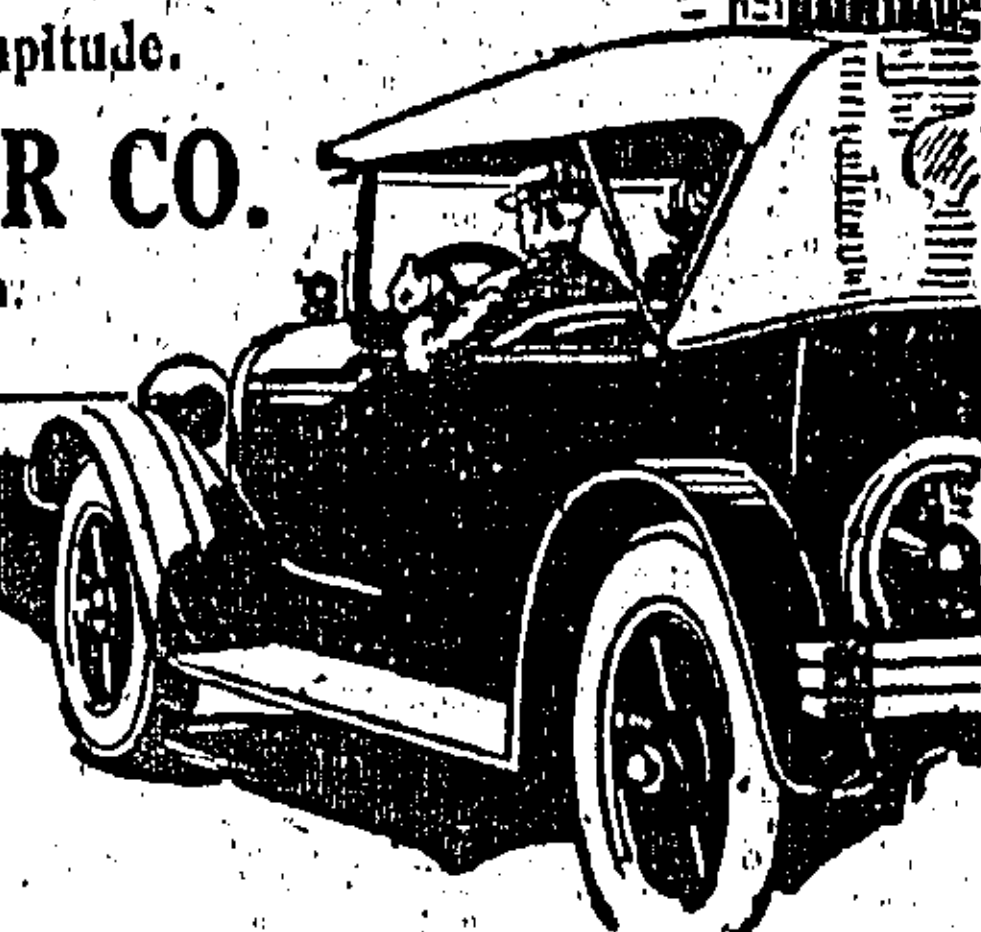
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Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

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For General Service and Promptitude.

THE DURO MOTOR CO.

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LOWER PRICES DODGE BROTHERS MOTOR VEHICLES.

DODGE BROTHERS, INC., announce reduction in the prices of their Motor Vehicles, both Passenger and Commercial, with the exception of the Roadster and Chassis, effective August 17th.

These new prices come at a time when DODGE BROTHERS product has reached the highest peak of mechanical perfection in its history. They cannot be overlooked by anyone who has the slightest interest in the value his money buys.

THE DRAGON MOTOR CAR Co., LIMITED.

33, Wong Nei Chung Road, Happy Valley.

A SUGGESTION.

BLOCKADE THE CANTON RIVER.

To the Editor of the North China Daily News.

Sir,—You have spoken the true word in your leader of this morning's issue. "Blockade the Canton river and the adjacent coasts." The "Red" government of Canton has, as you say, declared war on Britain. If Canton river was blockaded to Chinese ships it would be on its knees in a week. So would truant Swallow, Amoy etc. There is no need to interfere with the ships of other nations and the thing could be done as easily as turning one's hand. The more rabid Chinese papers, now suppressed, used to make a point that it was necessary to "so twan o-men li chan-hsien" shorten our battle front. The papers have been suppressed but the policy still goes on. This is why Americans are being flattered to the no small disgust of most of them. Even the Japanese devil is now found to be not so black as he was painted. The twenty-one demands and the days of humiliation have vanished into the Chinese five minutes limbo of forgetfulness. This is all to the good, but the cajolery proceeds from no sincere good feeling. It is the policy of "shortening the battle front." We have an effective means of retaliation at hand. Why not adopt it?

I am, etc. SENSE.
Shanghai, Aug. 12, 1925.

EUROPEAN SHOT.

SHANGHAI BANK ROBBERS DEED.

Shanghai, August 21.—Three robbers this afternoon in a hired motor car drove to the International Bank. One got out and awaited the exit of an assistant carrying a large sum of money. He held up the assistant and got the money. He was discovered by a watchman who fired at the robber who fled towards the Bund pursued by the police. The robber threw the money away when he arrived at the Bund where he was stopped by Mr. Herbert Perry, formerly of the municipal electricity department at whom he fired three shots at point blank range, wounding him in the region of the heart and shoulders. The robber jumped into the Whangpoo river where he was shot by an Indian constable and sank. Mr. Perry was rushed to the hospital. In the course of the running fight the robber slightly wounded a Chinese pedestrian. Mr. Perry's condition does not appear serious.—Reuter.

MARSHAL PETAIN FOR MOROCCO.

Gibraltar, Aug. 21. Marshal Petain has arrived at Algeiras aboard the French steamer Marechal Lyantey. He was greeted by Gen. De Rivera, after which he proceeded to Morocco.—Reuter.

SHANGHAI KEPSAKE.

Last Wish Of French Suicide.

The suicide on Newhaven Quay, on July 11, of a Frenchwoman, Adeline Augusta Eudonie Philip, age 38, who shot herself on being told she would be deported, produced a verdict at the inquest of "temporary insanity." She had crossed to England by the night boat from Dieppe. Her answers to questions about the reasons for her visit were considered unsatisfactory and she was told she would have to return by the next boat. When placed in the detention room in charge of a woman she produced a small doll, which she asked might be buried with her. She went to her luggage, the person in charge thought, to re-locate the doll, which she said had been given to her by a gentleman in Shanghai. Almost immediately the report of a firearm was heard. The woman had shot herself. She stated that she had come over for employment, and to visit the grave of her lover.

HONGKONG FOOTBALL ASSOCIATION.

QUESTION OF REFEREE'S FEES.

Annual Meeting Discussed.

The annual meeting of the Hongkong Football Association was held yesterday evening at the Hongkong Volunteers headquarters. Mr. J. McCubbin presiding. Others present included Messrs. G. T. May, J. B. Hamilton, R. Hall, F. T. James, F. Smith, Mok Hing and secretary and treasurer, Mr. W. E. Hollands.

The report and accounts for the past year and for the interport last season having been adopted unanimously, the following officers were elected.

President, Mr. G. T. May, Vice-presidents, Messrs. R. Hall and T. McTavish; Hon. sec. and treas., Mr. W. E. Hollands; Councillors, Messrs. J. McCubbin, Mok Hing and F. Smith.

A Siamese Celebration. A letter was read from the British Legation at Bangkok asking if it would be possible to send football teams to compete in international matches at Bangkok next February at an exhibition being held to commemorate the fifteenth anniversary of the reign of King Rama VI of Siam. It stated that similar requests were being sent to Rangoon, Singapore, Batavia, Manila and Saigon.

The chairman commenting on the letter said if it was at all possible he thought a team should be sent but before the Association bound itself in any way it should be well considered. They must remember that they were due to send a team to Shanghai next February. After discussion it was decided to leave the matter in the hands of the council to arrange.

A Fictitious Story. Other letters were read from the Football Association, London, with reference to enclosures from "The China United Soccer Association," Wanchai Road. These enclosures described in purple terms the virtues and accomplishments of the association's teams and asked the English association to arrange matches for them in a forthcoming tour. They were all signed by a Mr. Juster.

In discussion it was stated that the only known Football Association in South China was the South China Athletic Association the members of which were ignorant of the existence of such an association. It was decided that before a reply be sent to London informing the English association of the non-existence of such association a letter be sent to Mr. Juster asking for an explanation of his action.

Other correspondence included a letter from St. Dunstan's thanking the association for a donation of £51 and also receipts from local charities for amounts received from the Association.

Mr. R. Smith then raised the question of payment of referees. He asked if anything had been done in the matter of increased fees. They all knew that last season a referee often had to take two matches in one afternoon for a paltry 82 a match. He understood that the gatekeepers got a bigger fee than this. He was not asking for gatekeepers fees to be reduced but for referees to be increased. At some matches where there were so many as 2,000 paying spectators the referee only got 82.

This provoked a great deal of discussion in which the chairman, Mr. G. T. May and others joined, the general opinion being that referees ought to receive more. It was proposed and carried eventually, that referees be paid a bonus of 81 a match for each match they took part in last season.

On the proposition of Mr. May it was decided to grant to the Hongkong Football Club the sum of \$200 towards the cost of the alterations to their stand, the proposer remarking that the club had very generously put their ground at the disposal of the association for interport matches and largely for that reason had increased the size of their stand. Mr. McCubbin remarked on the success that had crowned the years work of Mr. Hollands as secretary and proposed that a sum of \$200 be paid to him from the interport account.

Telephones in Canada at December 31, 1924 numbered 1,038,964 as compared with 1,022,792 in the previous year. This places Canada next to the United States in the number of telephones in use on a per capita basis. By provinces the distribution was as follows: Quebec, 208,629; Ontario, 476,054; Prince Edward Island, 4,240; Nova Scotia, 39,265; New Brunswick, 28,307; Manitoba, 66,965; Alberta, 67,457; British Columbia, 89,310; the Yukon, 350; unknown and unaccounted for, 5,131.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO. ANTWERP, LONDON AND STRAITS.

The Steamship "BENVENUE" Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and for extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 8th Sept., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 29th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents, Hongkong, 22nd August, 1925.

S.S. "MIN"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Consignees of Cargo from Dunkirk, Antwerp, Middlesborough and London.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 7 p.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Thursday the 27th instant at noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the Monday, the 31st instant or they will not be recognized.

All damaged packages will be examined on Thursday, the 27th instant at 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 21 Aug., 1925.

No matter what Plumbing or Sanitary Engineering problem you are faced with—



C. E. WARREN & Co., Ltd.
China Building.
(Facing Queen's Theatre.)

JAPAN AND CANTON'S SHIPPING EMBARGO.

AWAITING OFFICIAL NOTIFICATION.

Tokyo, August 21.—The Foreign Office states that it has not yet been officially informed of Canton's embargo against shipping. Discussing Japan's probable action the spokesman doubted Canton's ability to enforce the prohibition. If they use force Japan would probably send a joint note with Britain to Canton, with a copy to Peking, but action is not likely otherwise.—Reuter.

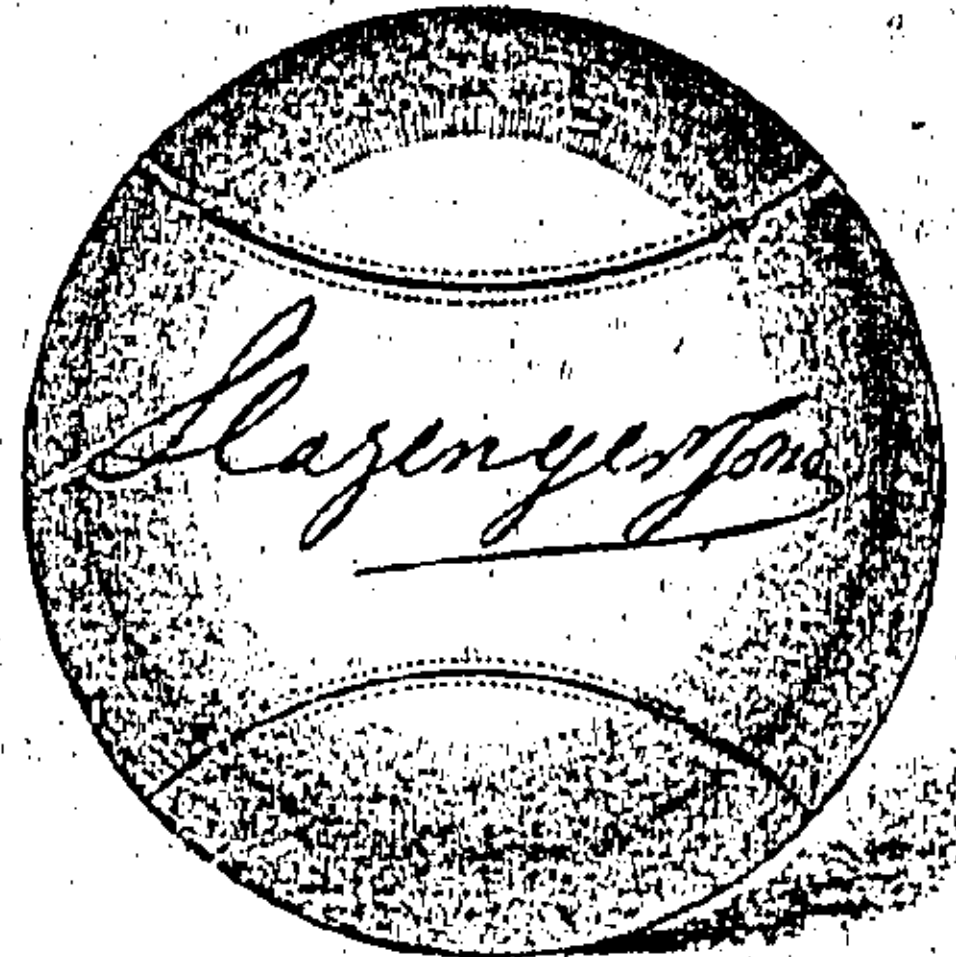
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1925

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TENNIS BALLS

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SLAZENGER'S

"ANDERSON." — I. Z. — "PRIMORIS."

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Beef Sausage	40 "
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Ladies and Children's Dept.

In order to make room for our new stock,

we are holding a

SPECIAL CLEARANCE SALE

in these Departments.

GOODS MARKED

REGARDLESS

OF COST.

Make point of visiting us during the week.

ONE WEEK ONLY

August 22nd to August 29th.

The ALEXANDRA CAFE

BREAD AND CAKES

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30, Nathan Road, Kowloon

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1, Bridge Row, Quarry Bay

AGENTS.

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A FINE SOFT MELLOW FLAVOUR.

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H. M. S. PINAFORE	THE MIKADO
PRINCESS IDA	PATIENCE

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PACIFIC SHIPPING.



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"ANTENOR" 25th Aug. Marseilles, London, R'dam & Glasgow.
 "PELLEUS" 5th Sept. Marseilles, London, R'dam & H'burg.
 "ELIAS" 24th Sept. Marseilles, London, R'dam & H'burg.
 "HELENUS" 6th Oct. Marseilles, London, R'dam & H'burg.

LIVERPOOL SERVICE

"TYDEUS" 24th Aug. Marseilles, Havre, Liverpool & Glasgow.
 "TYDEUS" 12th Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

Via ALASKA & YOKOHAMA.
 "ACHILLES" 23rd Sept. Victoria, Vancouver & Seattle.
 "PHILOCTETE" 20th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PELLEUS" 24th Sept. Boston, New York & B'more via Suez.
 "TYDEUS" 10th Sept. Boston, New York & B'more via Suez.
 "ELIAS" 10th Sept. Boston, New York & B'more via Suez.

PASSENGER SERVICE

"ANTENOR" 25th Aug. Singapore, Marseilles & London.
 "HECTOR" 21st Oct. Singapore, Marseilles & London.
 "BARBODON" 18th Nov. Singapore, Marseilles & London.
 "PATROCLUS" 16th Dec. Singapore, Marseilles & London.
 "ANTENOR" 13th Jan. Singapore, Marseilles & London.
 "HECTOR" 3rd March. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

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 Agents.

AMERICAN ORIENTAL MAIL LINE

"TRANSPACIFIC-EXPRESSE" SERVICE

SEATTLE & VICTORIA

"SHAN-HAI-KOBE-YOKOHAMA."

PRESIDENT McKINLEY August 25th, 5.00 p.m.
 PRESIDENT JEFFERSON September 6th, 5.00 p.m.
 PRESIDENT GRANT September 18th, 5.00 p.m.

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See Seattle-Chicago-New York
 £120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

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 FROM HONGKONG BY DIRECT ROUTE
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 Leave Hongkong 24th Aug.
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Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

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With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are outside rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

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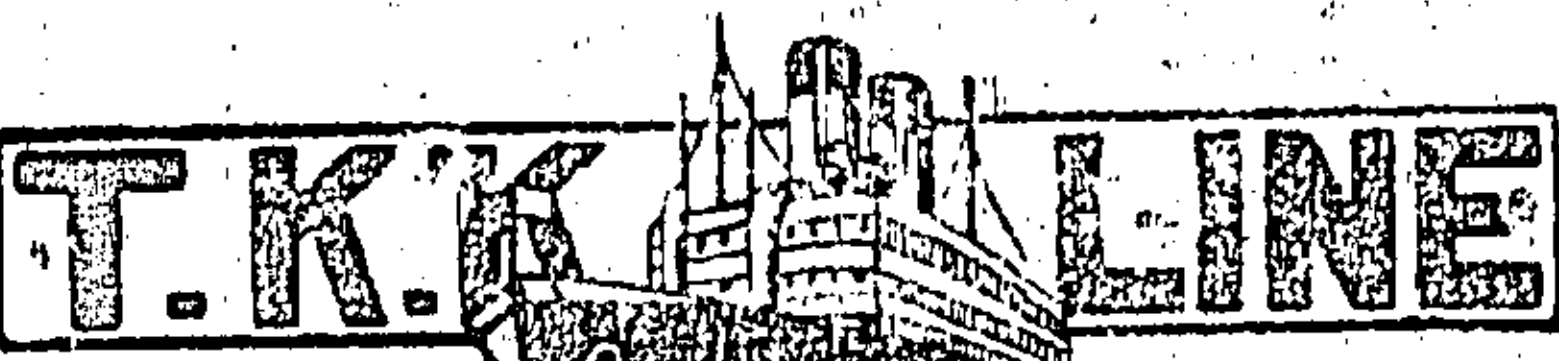
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EASTBOUND	WESTBOUND
PRESIDENT LINCOLN August 29, 6.00 p.m.	PRES. VAN BUREN Sept. 1, 8.00 a.m.
PRES. CLEVELAND Sept. 12, 6.00 p.m.	PRES. CLEVELAND Sept. 4, 3.00 p.m.

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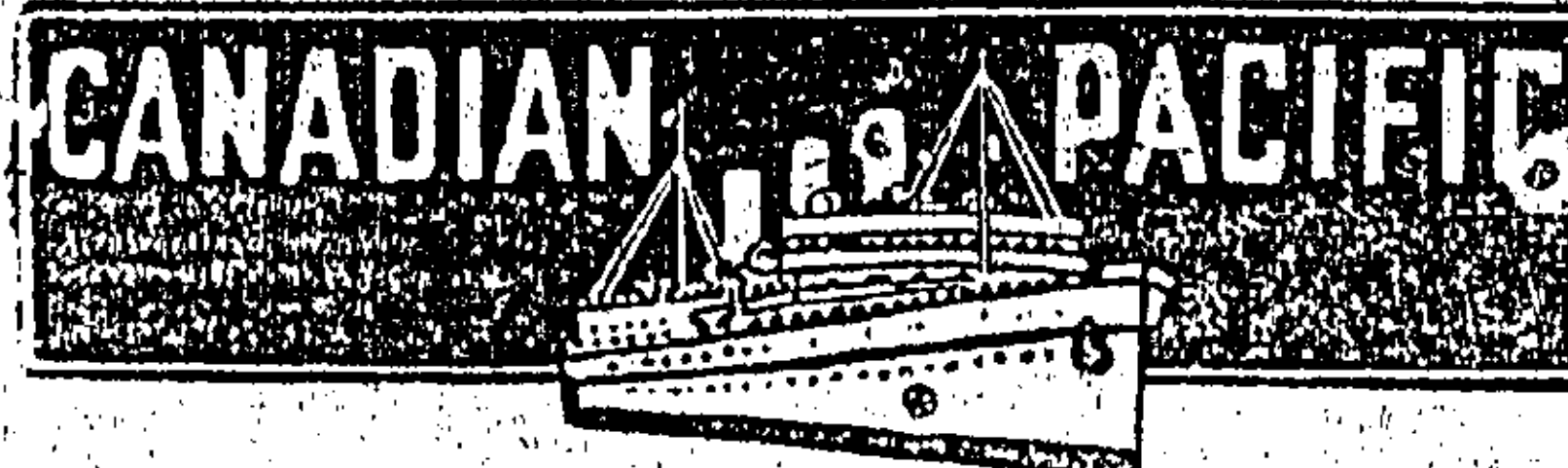
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E/RUSSIA Sept. 17	Oct. 5	E/France Oct. 13	Oct. 21

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Sept. 9	Sept. 11	E/Russia Sept. 12	Sept. 14

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Tjibodas	Dalry	21st Aug.	22nd Aug.	Mesr. & Java
Tjisendari	Batavia	23rd Aug.	24th Aug.	Shanghai
Tjikembang	Shanghai	25th Aug.	27th Aug.	Batavia
Ombilla	Java	31st Aug.		
Tanjatan	Java	31st Aug.		
Armanisan	Java	2nd Sept.		
Sawah Lento	Java	Beginning	September	
Tjilatjap	Amoy	3rd Sept.	4th Sept.	Mesr. & Java
Tjikini	Java	13th Sept.	15th Sept.	Amoy & S'hai

†Via Macassar

†Via Batavia

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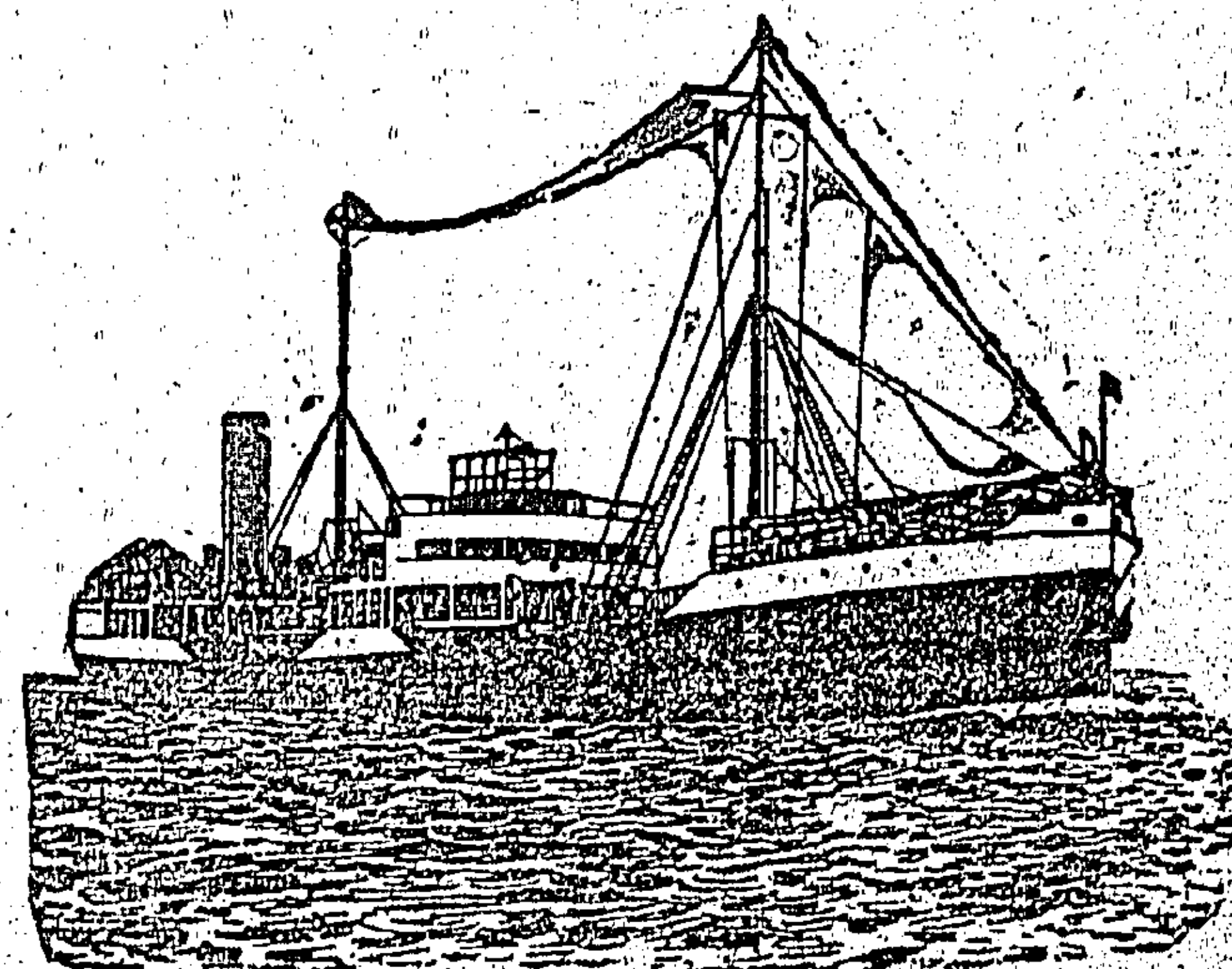
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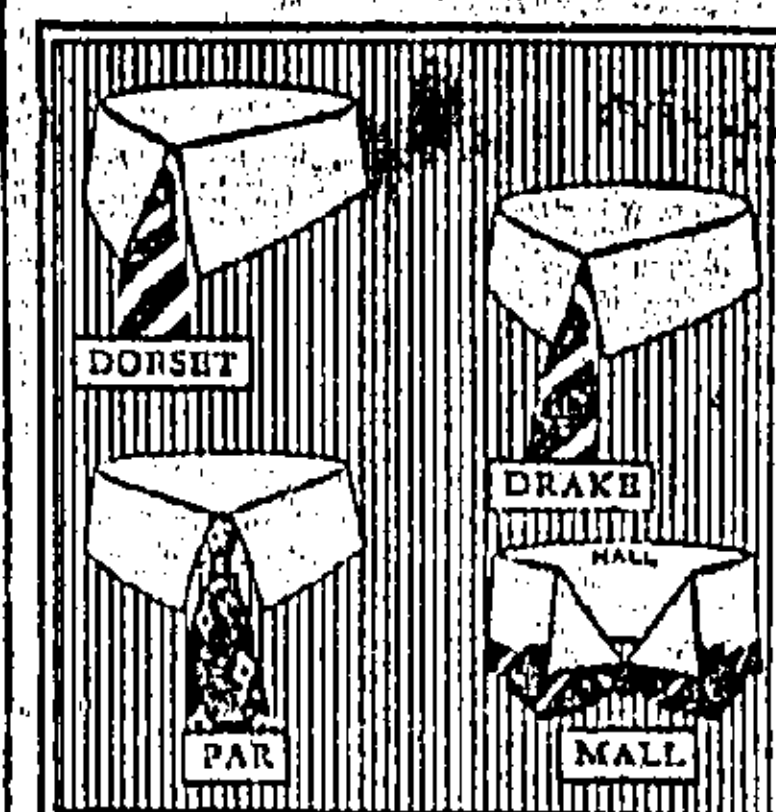
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R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.



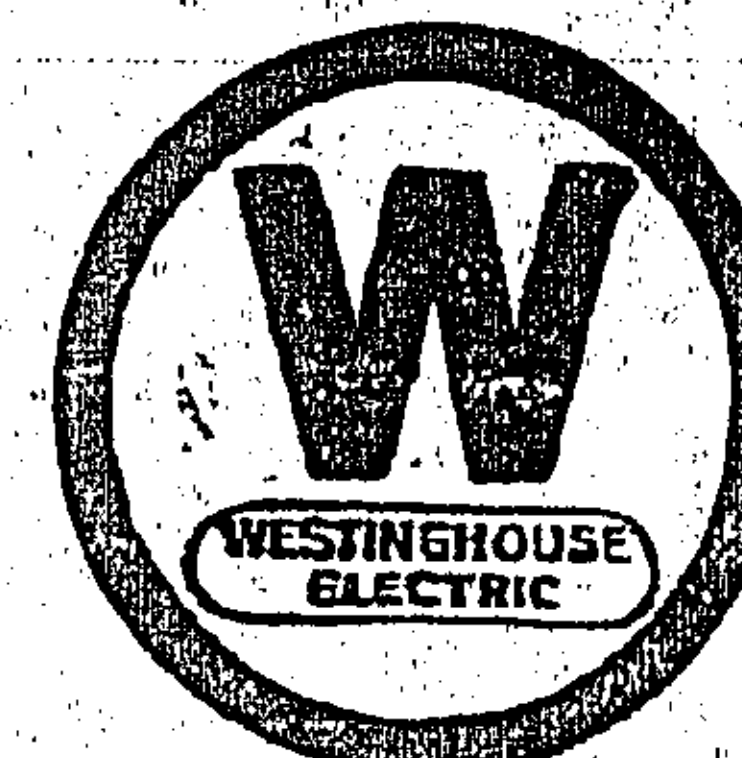
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Here's a snappy bathing suit of black lace over tan satin with a flippant ruffly skirt of changeable blue and green tuffeta.

Canisters for bath salts, door plates, and cupboard knobs and door handles that follow out the same decorative designs are being used by many up-to-date furnishers.

IDEAS FOR POCHETTES.

Among the many dainty pochettes, perhaps the most exquisite are those made of Aubusson and Petit Point embroidery.

Aubusson needlework dates from the 8th century, when it was introduced by the Saracens, who became famous for it. It is embroidery in silk and wool on a linen foundation.

Petit Point is the finest embroidery made. It somewhat resembles tapestry, but the individual stitches are so tiny as to be almost invisible.

Some of these designs simulate wonderful Persian carpets in miniature; others are worked with bunches and borders of flowers in natural colours, or Watteau-like scenes.

Other envelope bags are glittering things made entirely of rows of brilliant beads. Paste—diamond, ruby and emerald—imitation pearls and coral beads, are used to vary the designs.

THE LATEST WATCH NOVELTY.

The wristlet watch is such a practical as well as decorative accessory that it is likely to remain in popular favour with women for an indefinite number of years. But, for those who wish for novelties, the watch makers have just launched the quaintest and most original of models. This is a watch that is modelled on the shape of a man's collar button. The dial of the watch is on one surface and the other is pushed through the buttonhole of the lapel of one's coat or jacket.

We already had the fob with us, now comes this new masculine eccentricity.

Watches of this sort are necessarily tiny, but they are extremely well made and carry a certain guarantee with them. They are made of gun metal usually, or else of gold studded with brilliants. It remains to be seen whether the watch boutonniere will become as great a favourite with smart women as the watch bracelet.



Three smart frocks that show the effective use of fine lace.

BATHING FASHIONS.

No material is counted too gay or colour too bright for bathing dresses.

Taffetas is, of course, first favourite, although a vividly coloured Milanese silk bound with cretonne is a close second. A novel idea is to have several tunics of cretonne or some brightly hued silk to slip over a simple costume of stockinette.

If you prefer a plain gown the trimmings can be wonderful. Lively-looking sea lions and dragons chase each other round skirts, while swarms of realistic fish are often found sporting themselves. Plain taffetas finished with plain ribbons is much admired and looks most attractive in the water, for materials are so treated that they keep their colour even when wet.

Rubber is a popular trimming, and rubber flowers are found ornamenting tremendous cape collars. Parasols galore are to be found, mostly of linen with fantastic animals applied into position with narrow strips of leather; while, of course, cretonne as usual is much to the fore.

Bathing caps present endless ideas. They can be entirely covered with rubber flowers or adorned with a bewitching little poey over each ear. Helmet-like affairs are kept secure with ribbon chin straps which finish in a huge bow on the elongated crown, and if none of these ideas appeal to you there are the skull caps of rubber to be beautified with swathed Paisley scarves, which are fastened with Oriental clasps.

WAYS WITH SHOULDER STRAPS.

Very wide shoulder straps have gone out of fashion, for the supports of one's lingerie should be retiring rather than obtrusive, as they are when broad. But narrow straps are frail, as the golfer, the dancer, and the tennis player knows so well. An ingenious method of solving the problem is to sew into the garment four tiny pieces of silk elastic at the points where the straps join. The free end is then joined to the strap, so that when there is an extra strain upon it there is a certain amount of give which saves both the strap and the lingerie.

The straps of evening lingerie must never be seen, but many women cannot stand the constriction of having their undies run through with elastic in lieu of shoulder support. Practically invisible is the strap of flesh-pink georgette pleated edged, and fairly narrow. Half a yard of material will provide a plentiful supply.

A DAINY FROCK.



This dinner frock is of beige lace and beige crepe georgette trimmed with a large ornament of rhinestones and pearls. The close bodice and full skirt make the combination that Paris decrees at the present time, and the panel sash breaks the line and adds interest.

Papier mache powder bowls are also decorated with hand paintings, or else with little plastic mouldings made to follow the cretonne designs and then painted in colours.

THE OGRE OF FEAR.

Fear is a terrible thing. A child never knows fear until it is taught to be afraid. And one of the most cruel and senseless things that well intentioned parents do is to teach their offspring to be afraid. "Take care, you'll fall!" a mother will say to her young son who is running around after the fashion of a sure-footed mountain goat. It would be better for the child to have a bump or two than to acquire the habit of mind that makes him constantly on the look-out for some hurt or other. Then there is the fear of the dark. Almost all children have it. The ogre in the fairy-tale book is hidden in the corner of the room they imagine or perhaps Bluebeard himself.

Children shouldn't know about such dreadful fignents of the Grimm Brothers' imagination. The mother who sits down in the dark sleeping room, and quiets her child's mind by a cheerful lullaby or a happy sort of story is giving him strong nerves for his grown-up years later on. And there will be no nightmares to fill his baby dreams with horror! Then there is the "daddy" bug, hear, "I'll tell your daddy when he comes home, and he can punish you!" How often we've heard mothers say this! One wonders if they realize what an effect this has on a child's mind to keep it in fear of daddy's homocoming all day long. If they stopped to think they'd never do it. They'd try to keep their children's mind free from fear, which when you look at it clearly, is a kind of moral disease.

SILK LINGERIE.

Silk voile, with the cotton variety for those who cannot afford the other, is a very popular material for lingerie. It is thin, so that it takes up little space, and silky enough to allow the dress to slip easily over the figure. Needless to say the petticoat is a vanished garment, and dresses are worn straight over the knickers and singlet.

Crepe de Chine, also, is used a great deal, as it washes and lasts so much better than the voile, although it is perhaps dearer to start out with.

Quite straight lines prevail in the singlets, the Empire pattern being the most favoured, leaving off under the arms and finishing with narrow straps over the shoulders. An edging of doubled net is all that is needed as a trimming.

EVENING DRESSES.

Evening frocks, while continuing to follow the slender lines of the figure, are elaborated in a great variety of ways. They have deeply scalloped hems, or scarified draperies, at each side; they sometimes have uneven skirts which are considerably longer at one side than the other.

The glorious materials of which evening frocks are made are frequently veiled with lace or gauze, and sometimes the lace is worked with motifs or the gauze is delicately embroidered or worked with tiny shining stones, so that the whole effect is one of splendour upon splendour, and fashionable women in the evening are robed like the wonderful princesses from the old fairy tales!

A lovely dance frock seen at a dress show was of shell pink crepe de Chine with shaded pink petals at the hem, a long scarf finished in the same way, and to complete the picture, a huge fan of shaded petals in the wearer's hand.

A dress of rose pink charmeuse was worked with blue beads and diamonds. Another frock of severely plain white satin, as to the tunic-top, was ornamented from the low waist-line downwards with large scroll embroideries in pink, gold and green.

Petunia crepe was embroidered with gold thread and studded with rhinestones. Apricot georgette was worked in diamond pattern with gold beads and had a plisse wing drapery finishing in a long gold tassel. Black lace was worn over pink crepe de Chine embroidered with pearls and pink and green embroideries. Printed gold satin formed an over dress to black satin beaute. A magnificent gown of gold tissue was covered with filet net upon which shaded gold velvet flowers were appliqued.

TWO NOVELTIES.

Glass elephants with holes in their backs are in demand to ornament dinner tables, for they can be used for flowers or fish. A mirror is the best stand for this elephant, so showing several reflections. Quite often a tribe of elephants, ranging from large to small, march solemnly round the edge.

"Dressing tables" which are contained in a small case fitted on to a table are space-saving, if nothing more. Mirrors are fitted into the lids of these cases, and the toilet accessories are kept in a special compartment. Under this is gathered a delicate taffetas work bag for storing up odds and ends.

CAPE MAKES ENSEMBLE.



This smart frock of blue crepe de chine has its matching cape to conform to the ensemble idea. The trimming on both dress and cape is of figured foulard in rose shades.

FASHION NOTES.

Gold and silver kid are still very much to the fore. The latest idea is circles of various sizes applied on to the frock. Dull gold or silver hats complete these toilettes.

Novel tunics for summer days are composed entirely of interlacing ribbons with masses of looped ribbons marking the hemline. A novelty is pockets and waistbelt of a contrasting ribbon in a deeper colour. Gros grain ribbon with velvet trimming is a charming scheme.

Particularly becoming are the charming morning dresses fashioned of men's shirting. These are long sleeved and finished with grass-lawn collar and cuffs, while wonderfully coloured buttons form the trimming.

BALLERINA ESPANOLA.



From far-off Sunny Spain comes this photograph of Senora Carmen Bladema of Madrid who is said to be the most beautiful and the most perfect ballet dancer in the world.

A BEAUTIFUL DANSEUSE.



Anna Robenna of the Russian Imperial Ballet will be brought to America to head an American National Ballet.

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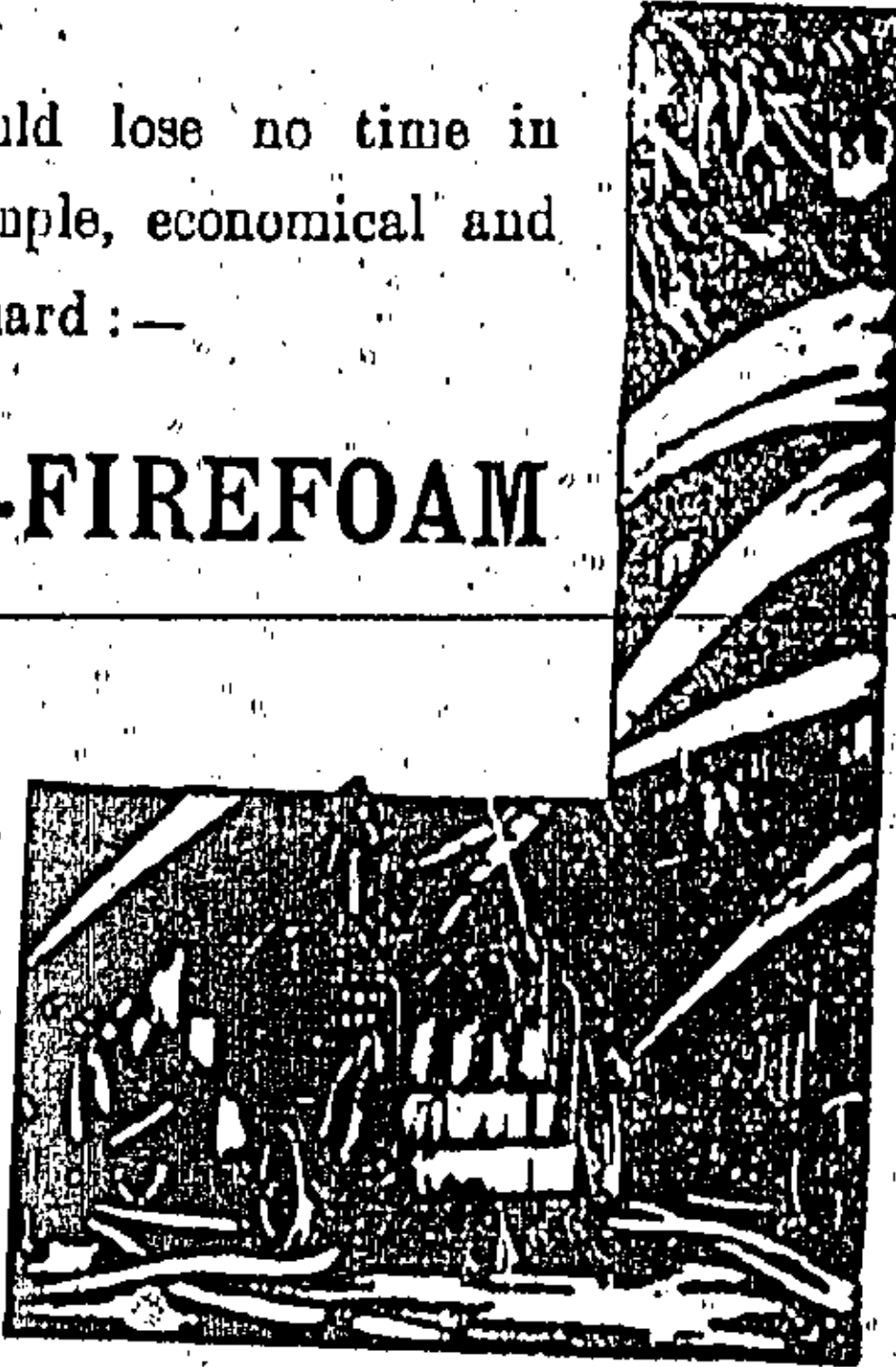
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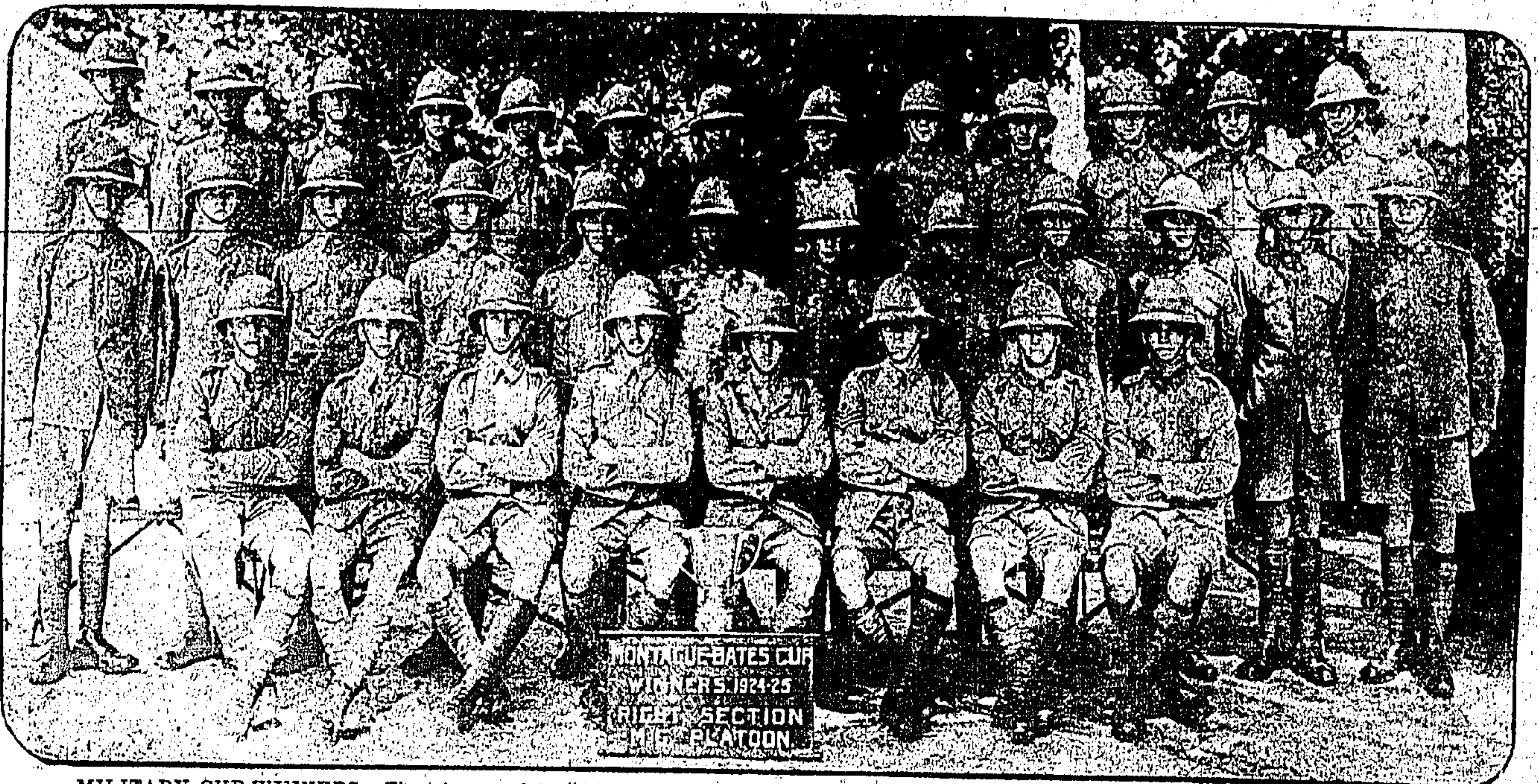
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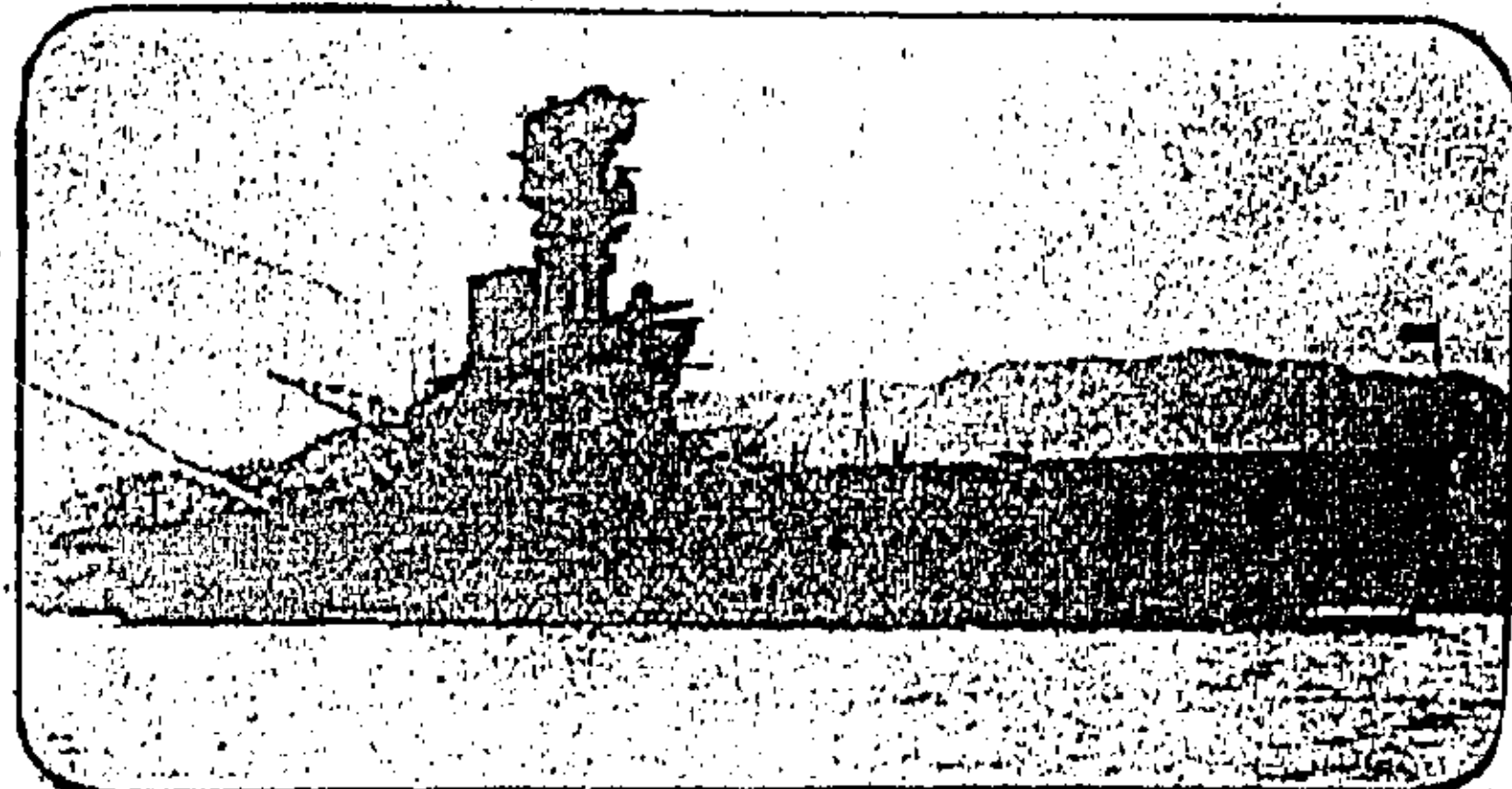
VOLUNTEER TRAMWAYMEN. The above group photograph of volunteer workers on the Hongkong tram-
cars, who did so much to keep the service open during part of the strike, was taken recently, when the volunteers were
cordially thanked for their splendid effort.



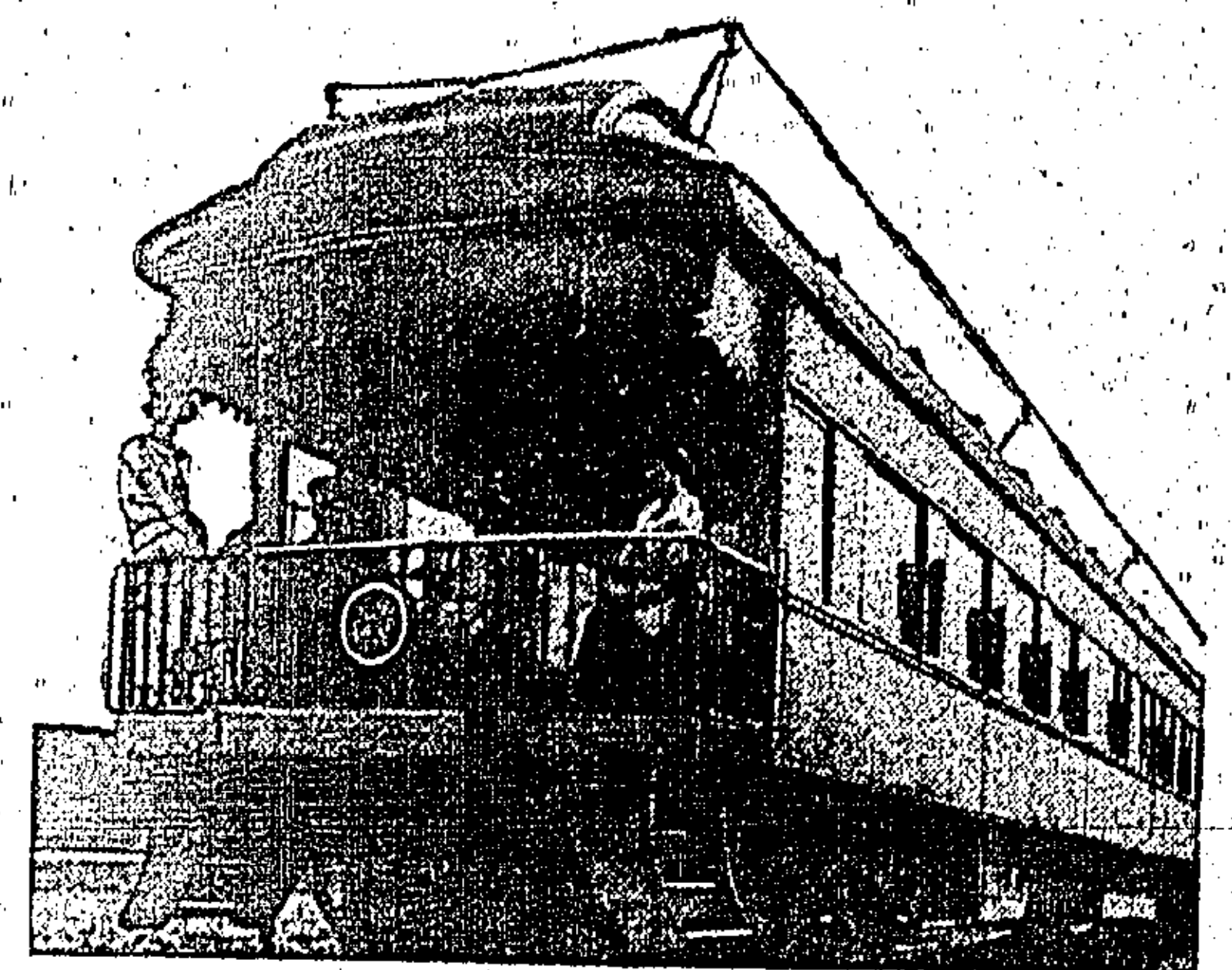
FLIGHT TO MOROCCO.
M. Painleve descends from
the plane in which he flew
recently to Morocco.



MILITARY CUP-WINNERS.—The winners of the "Montagu-Bates" Cup for 1924-25, the Surrey Machine Gun Right Section, are shown with their
trophy. (Photo by Ming Yuen.)



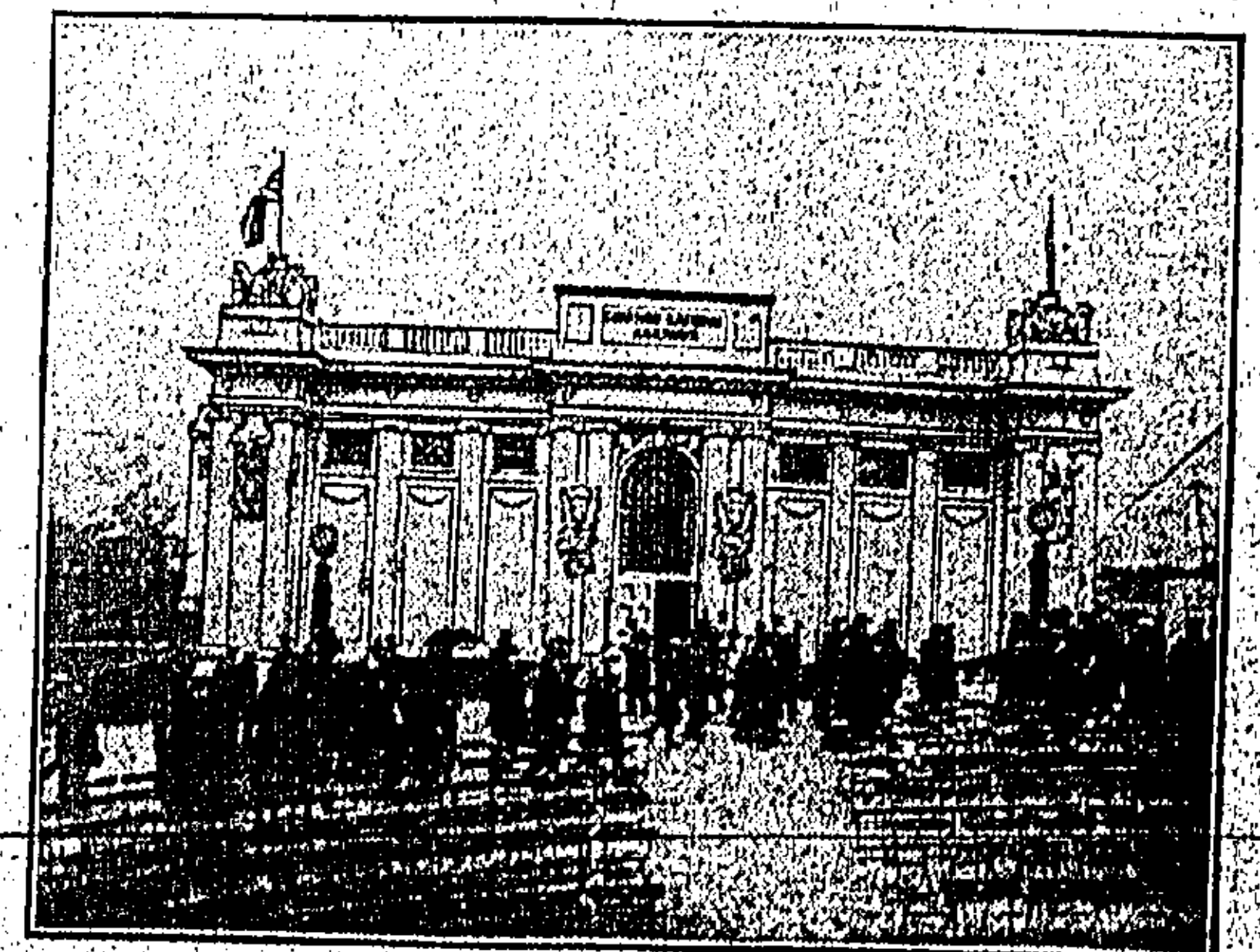
AIRCRAFT CARRIER.—This shows H. M. S. Hermes, the
biggest of the British naval aircraft carriers, in Hongkong harbour.



RADIO ON TRAIN. The method of attaching the aerial
for reception of radio concerts while the train is moving
is shown in this picture of an observation car on the
Canadian National Railways.



HISTORIC SPOT. This is the Fort Gary Hotel, Winnipeg,
run by the Canadian National Railways. It stands on the
original site of the old Fort Gary, a trading post of pioneer
days, which has grown into a modern city.



CANADA AT WEMBLEY. This shows the Canadian
National Railways pavilion at Wembley, one of the most
attractive of the exhibits at the Empire Exhibition.

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S.S.	Tons	From Hong-kong (about)	Destination
SIOLIA	6,813	19 Aug. noon	S'pore, P'ang, C'bo & B'bay
MACEDONIA	1,108	22 Aug. noon	Marseilles & London
KIDDERPORE	5,334	29th Aug.	M'les, Casa Blanca, L'don, A'werp & Hamburg
JEYPORE	5,318	2nd Sep.	S'pore, P'ang, C'bo & B'bay
NARKUNDA	16,227	5th Sep.	Marseilles & London
KHYBER	9,114	19th Sep.	Port Soudan, M'les, London & Antwerp
NAGPORE	5,283	24th Sept.	Singapore & Bombay
KARMALA	9,128	3rd Oct.	M'les, London & Antwerp
SOUDAN	6,695	15th Oct.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SIOLIA	6,813	29th Oct.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	31st Oct.	Marseilles, L'don & A'werp
MANTUA	10,902	14th Nov.	Marseilles & London
KALYAN	9,118	28th Nov.	M'les, London & Antwerp
KASHMIR	8,985	10th Dec.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	12th Dec.	Marseilles & London
KASHGAR	9,105	26th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS

TAKIWA	7,136	19 Aug. 1 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	19th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,958	2nd Sept.	Manila, Sandakan, Thurs.
ARAFURA	6,000	7th Oct.	Island, Townsville, B'hane.
ST. ALBANS		4th Nov.	L'don & Melbourne

*Will also Call at Iloilo & Port Sibulan

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The P. & O. Branch Services of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NARANDA	16,227	20 Aug. 10 a.m.	Shanghai
GATSOPIA	5,443	22nd Aug.	Moji, Kobe, Osaka & Yoko.
TILAWA	10,006	1st Sept.	Shanghai
KARMALA	9,128	4th Sept.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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GLENMOY	27th Aug.	PEMBROKESHIRE	26th August
GLENGARRY	31st Aug.	L'don, R'dam & H'burg via Oran.	
GLENSHANE	22nd Sept.	GLENIFFER	1st September
GLENAPP	1st Oct.	L'don, R'dam & H'burg via Oran.	
CARMATHENSHIRE	15th Oct.		
GLENLUCE	1st Nov.		

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AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "MERTON HALL"	via Suez Canal	19th August.
S.S. "LAMEDON"	via Suez Canal	26th August.
S.S. "PELEUS"	via Suez Canal	7th Sept.
S.S. "MALVERNIAN"	via Suez Canal	19th Sept.

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ISLA DE PANAY ... 9th Oct.

LEGASPI ... 30th Nov.

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HAMBURG via LONDON & ROTTERDAM & Ports. Monday 21st Sept.

LIVERPOOL via ADM & MARSEILLES, GLESGOW. Sunday, 13th Sept.

TOBA MARU (Calls Saigon) ... Wednesday, 23rd Sept.

SYDNEY & MELBOURNE via Manila & Ports. Wednesday 21st Oct.

TANGO MARU ... Friday, 11th Sept.

ARI MARU ... Sunday, 6th Sept.

HUEVOS AJRES via Singapore, Durban & Cap. ... Tuesday, 1st Sept.

KAMAKURA MARU ... Friday, 11th Sept.

BOMHAY via Singapore & Colombo. Thursday, 17th Sept.

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S.S. "DUCHESSA D'AOSTA" ... Sails about 12th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ESQUILINO" ... Sails about 7th Sept.

S.S. "DUCHESSA D'AOSTA" ... Sails about 31st Sept.

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SUNDAY EXCURSION On Sunday the 23rd August s.s. KINSHAN will leave Hongkong at 9 a.m. from Company's Wing Lok Street Wharf and leave Macao at 4 p.m.

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UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF MADRID" 9th August.

For Marseilles, London, Dunkirk & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "SURAT" sails Hongkong Middle August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EST INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:-

THE BANK LINE LTD.

Telephone C 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.

Consignees of Cargo from New Zealand and Australian Ports are informed that all general cargo for Hongkong by s.s. "CHANGSHA" has been discharged at Manila, and transhipped there at the risk of the owners of the goods to "PRESIDENT WILSON" due Hongkong 14th August, 1925.

For Freight & Passage Apply:-

BUTTERFIELD & SWIRE,

Agents.

Australian-Oriental Line Ltd.

OREGON ORIENTAL LINE

Operated for

UNITED STATES SHIPPING BOARD

by COLUMBIA PACIFIC SHIPPING COMPANY

FOR PORTLAND

via Manila, & Iloilo.

U. S. S. B. West Jena Aug. 21st.

All sailings subject to change without notice.

Through Bills of Lading issued to all rail overland points in the U.S.A. also to New Orleans, Savannah, Charleston, Baltimore, Philadelphia, New York, Boston, and with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Canton Agents,

John Manners & Co., Ltd.

Room 26 Bank of Canton Building.

5 Des Voeux Road Central,

Telephone Central 4371.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. are. at Hong and sailing for	Pro. Sailings from Hong for M'les
PAUL LEOAT	17th July	13th Aug.	15th Sept.
AMBOISE	31st July	13th Sept.	29th Sept.
CHANTILLY	14th Aug.	15th Sept.	13th Oct.
PORTHOIS	28th Aug.	29th Sept.	27th Oct.
ANGKOR	11th Sept.	13th Oct.	10th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class } 1st Class £95.00 } B. Class 1st Class £83.00

Steamers } 2nd Class £68.00 } Steamers 2nd Class £60.00

Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOTS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 20th Aug.

For full particulars apply to Messageries Maritimes Co., 3 Queen's Building.

Telephone Central 74

CONSIGNEE NOTICES.

OCEAN STEAM SHIP COMPANY, LTD.

and

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"EUMAEUS"

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The cargo will be ready for delivery from Godown on and after 30th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th August will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 9th Sept. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

20th August, 1925.

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES

S. S. "AMBOISE"

Consignees of Cargo from Marseilles, etc., also Cargo from Bordeaux ex s.s. "Cephee", Cargo from Havre, Cognac ex "C. P. Lecocq" & general Cargo from Saigon (except steel bars and Window Glass) ex "Lieut. St. Loubert Bio".

In connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12th Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed at Monday, the 24th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Thursday the 27th inst. or they will not be recognised.

All damaged packages will be examined on Monday, the 24th instant at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

R. RODENFUSER,

Agent.

Hongkong 18th. Aug., 1925.

OREGON ORIENTAL LINE.

From PORTLAND, ORE., U. S. A., JAPAN PORTS & SHANGHAI. The Steamship

"WEST JENA"

having arrived from above ports on August 20, 1925. Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery of from steamer by 7 a.m. on August 20, 1925, will be landed in to and stored in the hazardous and/or extra hazardous godowns of the China Provident Loan & Mortgage Co., Ltd. at Consignee's risk and expense, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson & Ashe (Marine Surveyors) at the godowns on August 20, 1925 at 10 a.m.

No claims will be admitted after the goods have left the steamer's godowns.

All claims against the steamer must be presented to the Undersigned on or before August 30, 1925, or they will not be recognised.

No Fire Insurance whatever will be effected.

COLUMBIA PACIFIC SHIPPING CO.

Managing Operators.

U. S. S. SHIPPING BOARD E. F. C.

Hongkong, August 20, 1925.

Entertainments.

Cave Man Tactics won women in prehistoric days Would they be as successful in 1925

CECIL DE MILLE debates the question in his latest Super Spectacle

"ADAM'S RIB"

You have already seen

MALE AND FEMALE; FORBIDDEN FRUIT; AFFAIRS OF ANATOL; MANSLAUGHTER; and many of his other big features,

You know, therefore,

what the name CECIL DE MILLE means on a motion picture!

Until he directed

THE TEN COMMANDMENTS

PUBLIC OPINION unanimously voted

ADAM'S RIB

DE MILLE'S BIGGEST PRODUCTION

With a whole host of stars, including

MILTON SILLS, ANNA. Q. NILSSON, THEODORE KOSLOFF, ELLIOTT DEXTER
It ranks as

A GENUINE SUPERPRODUCTION

It is showing
TO-DAY
at



ANOTHER BIG PICTURE

THE STAR

TO-DAY

at 5.30 and 9.15 p.m.



"Come! Sip the joy of Omar's flowing bowl
"That lulls and fires and sweeps away regrets."

Nights of Glamor
Nights of Drama
Persian Love Ecstasy
The Romance of Shireen
The Dreams of Omar
Thousands of Players
Eight Unparalleled Reels
Mighty! Magnificent! Gorgeous

GUY BATES POST OMAR THE TENTMAKER

No Increase in Prices!

NOTICE.

THE HONGKONG SMALL INVESTORS' SHARE & REAL ESTATES CO.

WE have investors in created in sound shares at favourable rates. Offers invited by phone C4630 or in writing to Small Investors, 10, Des Voeux Road.

CHINA AUCTION ROOMS.

4 Duddell Street.

If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS. Telephone:—Central 4453.

R. V. M. R. DE SOUSA, Auctioneer.

WANTED.

Newspaper Composers.

Apply—

MANAGER,
Hongkong Telegraph.

POSITIONS VACANT.

VACANCY for accountant familiar with General Public Company Work. Apply, giving particulars of experience, etc., to No. 1368 c/o "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—On mid levels, partly furnished cool, airy HOUSE, containing 4 large rooms, wide verandahs, Hall, 2 bathrooms and spacious servants accommodation. Moderate rental. Possession after 15th September. Apply Box 1368 c/o "Hongkong Telegraph."

TO LET.—European Flat in No. 7 Jordan Road, Kowloon 3 good sized rooms with Kitchen and bath room, fitted with all modern conveniences and flush system besides commodious servants' quarters. Possession from 1st September 1925. Apply to J. M. Wong, 38, Connaught Road Central.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co., Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—Spacious suite of Offices 2nd floor, Chartered Bank Building (left). Apply to: Linstead & Davis, Alexandra Buildings.

TO LET.—2 newly-constructed 3-storeyed, semi-detached houses with garages attached situated on Inland Lot 2365 Stubbs Road marked by sign-board of Shun Shing Contractor just a little above Morrison Gap Road. Occupation about June 1st. Apply Sang Kee, New Bank Building.

TO LET.

GODOWN

at rear of Stephen's Building, Des Voeux Road Central. Floor space 21 ft. x 23 ft.

ONE OFFICE

on portion of third floor of Stephen's Building aforesaid opening on to Des Voeux Central and Pottinger Street.

Large, airy and well lighted. Apply DEACONS, 1, Des Voeux Road Central. Hongkong, August 19, 1925.

CHINA COAST OFFICERS' GUILD.
and
MARINE ENGINEERS' GUILD
OF CHINA,
HONGKONG.

A Combined Meeting will be held at the Guild Offices, West Point, Hongkong at 10.30 a.m., Sunday, 23rd August, 1925.

BUSINESS.—

URGENT.

T. T. LAURENSEN,
Acting Secretary.
Hongkong, August 21, 1925.

NOTICE.

HONGKONG JOCKEY CLUB.

Subscription—Griffins 1925.

Owing to the conditions ruling in the Colony at present, notice is hereby given that orders for Subscription Griffins for 1925 may be cancelled at the request of the purchaser but any such cancellation must be made in writing to the Secretary before noon on the 29th day of August 1925.

By Order of the Stewards

H. GREENWOOD,
Acting Secretary.
Hongkong, August 20, 1925.

NOTICE.

Mr. F. M. Weller having left the Colony, all business communications relating to the Sun Life Insurance Co. of Canada should be addressed to the undersigned, who will be in charge of the South China Division and the Hongkong Office until further notice.

B. W. TAPE,
Resident Secretary.

Hongkong, July 24, 1925.

HONGKONG FOOTBALL ASSOCIATION.

The postponed Annual General Meeting of the above Association will be held by kind permission of Lt.-Col. L. G. Bird, at Volunteer Headquarters on Friday next the 21st at 5.30 p.m. sharp. All Clubs in membership are entitled to be represented by Two Delegates.

W. E. HOLLANDS,

Hon. Secretary and Treasurer.
Hongkong, August 15, 1925.

FRENCH CONVENT SCHOOL, CAUSEWAY BAY.

The above school will re-open on Tuesday, 1st September, at 9 a.m.

NOTICE.

It is proposed to form an Association of Subscribers to the Kowloon Tong Building Scheme and all subscribers are hereby invited to attend a Meeting to be held in Nam Tong Restaurant, China Building, on Saturday the 22nd of August 1925, at 3 p.m.

PETER WONG,
MOK LIN
CHENG SO

Subscribers to the Kowloon Tong Building Scheme

WHY LET RHEUMATISM RACK YOU.

When Cure is Within Reach By Tonic Treatment Through The Blood?

How Thousands Have Found It In DR. WILLIAMS' PINK PILLS.

Why are there so many failures in the treatment of rheumatism? Why are so many sufferers resigned to a life of pain, despairing of a permanent cure? The reason is because rheumatism defies any treatment that does not purify and at the same time build up the blood. The poisons of rheumatism are in the blood and it is only through the blood that the disease can successfully be fought.



Unless the blood is weak and impure rheumatism cannot get a foothold. When it does the thin and impure blood is not strong enough to overcome the poisons alone, and then the muscles grow

more and more painful, the joints become stiff and swollen, lumbago settles in the back, in many cases the sufferer is confined to bed, feverish and in agony, hardly daring to move, for days, weeks, even months, at a time.

To purify and at the same time strengthen the blood Dr. Williams' Pink Pills are the best medicine you can take. They make new blood at every dose and promptly check further progress of the disease. They make the blood so pure and strong that not the least trace of rheumatism remains. Dr. Williams' Pink Pills for Pale People have been world-renowned as a blood and nerve tonic for over five-and-thirty years and are the blood's greatest aid in overcoming not only rheumatism, but also anaemia, nervous debility and indigestion. They are of the utmost value to women suffering from the special ailments of their sex. Of Chemists everywhere or post free, \$1.50 per bottle, \$3 for 6 bottles, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

FORTHCOMING AUCTION SALES.

Lammert Bros. Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions from Madame Lily to sell by Public Auction on Tuesday, Wednesday, and Thursday the 25th, 26th, 27th, August, 1925

commencing each day at 11 a.m. with an interval from 1 to 2 p.m. at "Madame Lily's" Shop, Alexandra Building

The Whole of her Valuable Stock in Trade, Shop Furniture and Fittings

Comprising—
Evening Dresses, Coloured and Fancy Silk, Silk Crepe, Charmeuse Satin, Chenille Chiffon, Fancy Lillian, Velvet, Organdie, Georgette, Voile, Dress Trimmings, Wide and Narrow Ribbons of various descriptions, Fur and Feather Trimmings, Braids, Laces, Fringers, Embroideries, Insertions, Face Veils, Silk Gloves, Tinsel Flowers, Silk and Velvet Flowers, for Evening Dresses, Hair Ornaments, Neck Beads, Buckles, Fasteners, Buttons of various descriptions, Coloured Silk and Beaded Trimmings, Tassels and Girdles Coloured Sewing Silk, Net and Organdie Frillings, Coloured Silk and Cotton Nets, Trimmings, etc., etc.

also
Valuable shop furniture, show cases brass and glass perfume case, mirrors, wax figures, stands for dresses, ceiling and table fans, brass rods curtains, ceiling and table lamps, large and small tin boxes mezzanine floors etc., etc., and

Hemstitching machines and safes.

and
One accordion floating machine 1 1/2 yard wide.

Catalogues will be issued. On view from Sunday the 23rd August 1925.

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Wednesday the 26th Aug. 1925 commencing at 10 a.m.

at their Sales Room, Duddell Street

1 Case Alarm Clocks
6 Electric Vacuum Cleaners
35 Cases Lime Cordials
5 Cases Raspberry Syrup
3 Cases Lime Juice Pure
16 Cases Dry Ginger Ale
20 Cases Lemon Squash
100 Cast Iron Bracket Lamps
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION

By Order of the Mortgagee:

PARTICULARS AND CONDITIONS OF SALE

of the

VALUABLE LEASEHOLD PROPERTY situate at

Mong Kok Tsui, in the Colony of Hongkong, and known as KOWLOON INLAND LOT No. 899 together with the 3 houses thereon, formerly known as Nos. 302, 304 and 306 and now known as Nos. 900, 902 and 904 Canton Road, Mong Kok Tsui, to be sold by

PUBLIC AUCTION

on Wednesday the 9th day of September, 1925, at 3 o'clock p.m.

at their Sales Room, Duddell St., Victoria, Hongkong.

by Messrs. Lammert Brothers, Auctioneers.

The property consists of—

All that piece or parcel of ground situate at Mong Kok Tsui in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Kowloon Inland Lot No. 899 together with the messuages erections and buildings thereon. The property is held for the unexpired residue of the term of 75 years from the 8th day of August 1899 with a right of renewal for one further term of 75 years created by an Indenture of Crown Lease dated the 13th day of December 1923 and made between His Majesty King George V of the one part and Kwong Pun of the other part.

Annual Crown Rent \$38.00 Area, 2,364.00 Square Feet. For further particulars apply to—

Messrs. Johnson Stokes and Master, Mortgagee's Solicitors, or to Messrs. Lammert Brothers, Auctioneers, Hongkong, 20th August 1925.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA, Auctioneer.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.



A DELICATE, THOROUGHLY AGED, SCOTCH WHISKY, "DON"

Back again in Hongkong, the delight of men who know.

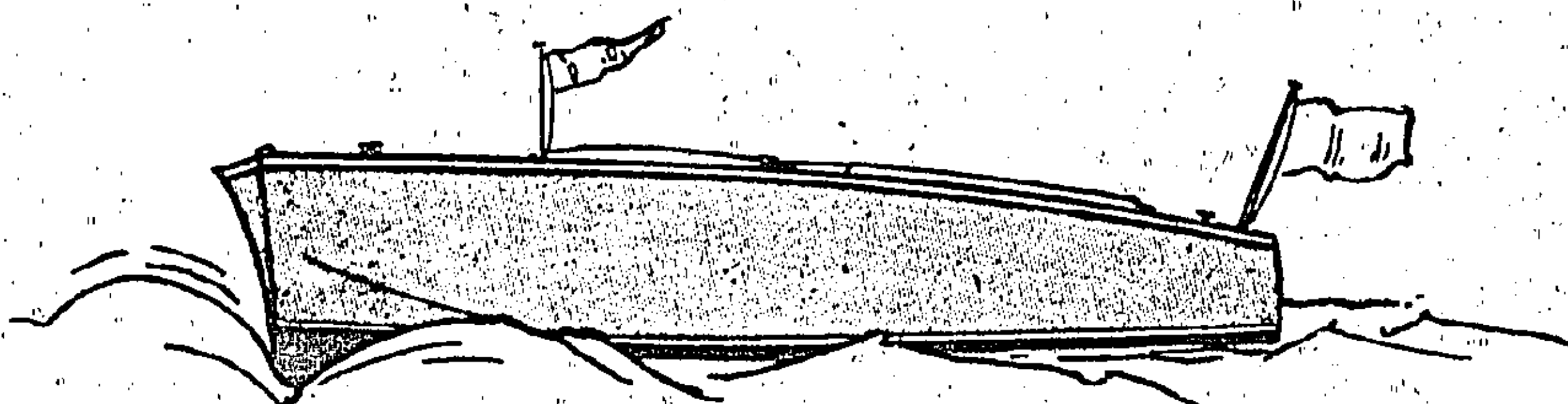
The same perfect quality as in the good old pre-war days.

Sole Agents:

N. S. Moses & Co., Ltd.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Ice House Street, in the City of Victoria, Hongkong.

16 KNOTS



AILSA CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.